CYCLE NEWS®

America's weekly motorcycle newspaper
December 8, 1999: Number 48
(outside the U.S. $3.25) $2.50

Mass Madness

National Arenacross

TIME DATED MATERIAL • MAILED NOVEMBER 30,

TIME DATED WEEKLY NEWS

Interview
Valentino Rossi

Over 4000 entries were filled out for the annual Winter National Olympics in Gainesville, Florida, over the Thanksgiving weekend. Some of the event's big winners included **Mike Alessi** (KTM), who won the Fox Racing Bronze Boot Award, **Ryan Morais** (Yam), who took the Scott Golden Goggles award, **Brett Racine** (Kaw), who earned the Dunlop Silver Tire award, and **Ryan Morais** (Yam), who won the Pro Circuit Platinum Pipe award. Other winners included Supermini and 85cc (12-13) class winner **James Stewart** (Kaw), Junior Women class winner **Kristi Meyers** (Kaw), and 50cc (4-6) class winner **Jeb Smith** (Cob).

Although the Willow Springs round of the **AMA Superbike National Championship Series**, originally scheduled for April 30, has been taken off the schedule, two more **doubleheader races** have been added by the AMA, according to road race manager Ron Barrick. The fourth round of the series, scheduled for Road America in Elkhart Lake, Wisconsin, June 9-11, will now feature an AMA Superbike National on both Saturday and Sunday; ditto for the Mid-Ohio Sports Car Course round, July 14-16. Those two doubleheaders will join Road Atlanta in hosting superbike doubleheader weekends during the 2000 season, bringing the total number of AMA Superbike rounds to 12. According to Barrick, the doubleheaders will feature an increase in the superbike purse. Barrick, however, is upset with how negotiations with Willow Springs broke down, and feels he wasn't granted an opportunity to bring in a promoter to save the round. Instead, the track has made a deal with PACE Motor Sports to host a round of its upstart road race series on April 30. "We received a fax from Stephanie Huth [the track owner] on November 5 stating that she didn't want to promote the race and that we'd talk the following the week," Barrick said. "She wasn't around when I called so I spoke with Chris [Huth] on Friday, November 12 and he indicated that he didn't know anything about them not wanting to do the race, and that he'd look into it. Before he got back to me, Stephanie called and emphasized that she didn't want to promote the race because of the extra work, etc., that it meant for her. I asked her to hold the date for me while I tried to find an independent promoter. On the 16th, I told her I had a promoter who was interested and that I needed some financial information from her on rental fees, etc. She said she'd have a staff member work on it." After some missed phone calls on both ends, Barrick was finally able to speak to Huth again on November 22, at which point he was informed that a deal with PACE had already been struck for the original AMA date. "The reason I'm angry is because it's not the business you conduct, but the way you conduct it," Barrick said. "She [Huth] left me out to dry and I never had the opportunity to get the information to the individuals who were interested in promoting the event. Then I had to get back to them and tell them that the date was gone. That's not how I like to conduct business." Attempts to reach Huth for comments on Monday, November 30 were unsuccessful.

Although we now know of at least two rounds (Daytona International Speedway on March 5 and Willow Springs on April 30) of the **PACE Motor Sports** road race series, there's little else to report, according to Bill Syfan, PACE's director of road racing. "We're waiting to get confirmation on some tracks," Syfan said. "We don't want to release something and then have to change it. And we don't have the classes totally firmed up yet either."

Although the proposal was discussed, the **sound limits** for the World Superbike Championship will remain unchanged for the 2000 racing season. Therefore, the current noise limit of 102 dB/A (with a tolerance of +3 dB/A when measured after the race) still stands for next year's series.

American Honda took delivery of its first **Superbike-spec RC51** on Friday, November 26 - just in time for this week's Dunlop tire test at Daytona International Speedway. That's the good news. The bad news is that there is only one of the RC51s in the country, so **Miguel DuHamel** and **Nicky Hayden** will have to share the bike. Still, the pair will also have CBR600s to test, so everyone should stay busy. In addition, the team is bringing one of last year's Honda RC45s for Erion Racing's **Kurtis Roberts** to test. "I'm looking at one [RC51] right now," crew chief Ray Plumb said on Monday, November 30. "We're checking it over and it looks ready. Japan stepped up and got us one in time for the test. I can't wait. It's pretty cool having something new to try."

The **Malaysian Grand Prix** has replaced the Argentine Grand Prix on the World Championship Road Race Series calendar. The Argentine event, scheduled to run on April 2 in Buenos Aires, has been canceled for the 2000 season, and the Malaysian Grand Prix at the Sepang International Circuit in Sepang will now fill the April 2 date.

It didn't take long for **Rob Muzzy** to be back in racing on a full-time basis. The man who lost the factory Kawasaki Superbike road racing team when Kawasaki opted to take the program in-house has now created a "partnership" with Kawasaki to run an **AMA/Prostar drag racing team** in the 2000 series. Muzzy will tune and transport the Team Kawasaki Ninjas for the Pro Superbike, 600cc Supersport and Streetbike Shootout classes to all eight rounds of the series. "Kawasaki and Muzzy's will jointly field a team that we hope will combine to deliver more of the championships that have become so much a part of the history between Rob Muzzy and Kawasaki," said John Hoover, Kawasaki's drag racing team manager and the company's director of motorcycle product management. Muzzy and Kawasaki won four AMA Superbike titles and one World Superbike Championship together, and Muzzy has also tuned the championship-winning engines for Rickey Gadson in the AMA/Prostar Series.

Aprilia is expected to conclude negotiations this week with Australian **Troy Corser**, according to *Cycle News* correspondent Paolo Gozzi. The team's second World Superbike rider, however, has yet to be decided, though Aprilia is now looking seriously at 20-year-old **Roberto Rolfo**. Rolfo tested Aprilia's 500cc GP racer on November 28 in Jerez, Spain, and he's now an option for the World Superbike team. Rolfo has ridden two-strokes since he was 15, but has also spent considerable time aboard his own Honda RC30. "I like so much to ride four-stroke as well," said Rolfo a few days ago. "I cannot exclude anything."

Italian road racer **Roberto Locatelli** has re-signed to ride a Vasco Rossi-backed factory Aprilia in the 2000 125cc World Championship Road Racing Series. The team, sponsored by Italian rock star Vasco Rossi, still has to sign a second rider, though they are talking with **Simone Sanna**. "We are very interested in Simone," sporting director Fiorenzo Caponera said. "He is a very fast and young rider and a colorful and new GP face. But Sanna has still an agreement until the end of next season with his former team, Polini-Honda. If he will fix it, we will have a second factory Aprilia 125 for him." Sanna has also had talks with Mauro Benetton about the possibility of him taking the ride left vacant by Marco Melandri's move to 250cc Aprilias. The main problem for Sanna, however, is the existing contract with Polini-Honda. "Sanna is under contract with us until end of 2000, and we will respect the agreement with lawyers," said a Polini-Honda spokesman. The Vasco Rossi 250cc GP team, meanwhile, will feature **Luca Boscoscuro**, who replaces Roberto Rolfo on the team.

Aprilia began testing the Aprilia RSW500 on November 28 in Jerez, Spain, using four different configurations of the new bike. The bikes were tested by **Tetsuya Harada** and Roberto Rolfo, and the factory is expected to make a decision shortly on how many riders they will have for the 2000 500cc GP team. Jan Vittewen has asked for two riders in order to help develop the bike, but Aprilia has yet to decide on what the budget will allow. Right now there are still three options: two riders, one rider, or completely disband the 500cc effort. One thing is certain - Harada has asked to return to the 250cc class after his frustrating 1999 500cc GP season. Whether he ends up in the 250 or 500cc class, Harada will race in Giovanni Sandi's team - a separate entity from the team in which Marco Melandri will race.

Italian former 250cc World Champion **Loris Capirossi** has left the Fausto Gresini Honda team, according to *Cycle News* contributor Paolo Gozzi. "I offered to Loris a very good package to win the 250cc world title in 2000 season," Gresini said. "I offered a factory NSR250 Honda and a very professional structure, a rich salary [rumored to be $600,000] plus any available spaces on his leathers for personal sponsors." But Capirossi turned the offer down. "I can-

Hot action, cool traction

With the running of its World Cup series opener at the New Haven Coliseum in New Haven, Connecticut, on November 24, International Championship Events (ICE) embarked upon its 24th season of promoting indoor speedway motorcycle racing on ice. Including the season opener and the April 8 series finale in Johnstown, Pennsylvania, the series will make 20 stops before crowning a World Cup Ice Speedway Champion. Merseyside, England's Anthony Barlow is the reigning series champion, and is set to defend his title against a cavalcade of international racing talent, including Southern California speedway regular Randy DiFrancesco of Bakersfield, California. According to ICE President Gary Densford, enthusiasm for the World Cup Series is at an all-time high.

"An annual winter series involving speedway's best ice racers has been a labor-of-love project of mine for many years," Densford said. "It's a natural really, and we are seeing good signs of growth from all levels, including participants, fans, venues, television, etc."

The 1999-2000 ICE World Cup schedule is below. Dates are subject to change.

November 26-27, 1999	New Haven, CT
December 4, 1999	North Charleston, SC
December 11, 1999	Charlotte, NC
December 26, 1999	Augusta, GA
January 7, 2000	Greensboro, NC
January 8, 2000	Florence, SC
January 13-14, 2000	Lake Charles, LA
January 15-16, 2000	Belton, TX
January 20, 2000	Tupelo, MS
January 21, 2000	Little Rock, AR
February 4-5, 2000	Boise, ID
February 11-12, 2000	Nashville, TN
February 19, 2000	Biloxi, MS
February 25-26, 2000	Moline, IL
March 3-4, 2000	Bakersfield, CA
March 17-18, 2000	Toledo, OH
March 24-25, 2000	Abilene, TX
March 30, 2000	Trenton, NJ
March 31-April 1, 2000	Roanoke, VA
April 7-8, 2000	Johnstown, PA

Vuillemin crowned

Frenchman David Vuillemin wrapped up the FIM World Supercross Championship with a fourth-place finish at the series final in Leipzig, Germany, November 27. It is the first such title for the Yamaha rider.

But the man of the night was Mazda/Chaparral Yamaha rider Jeremy McGrath, who scored the main-event win. Second in Germany was Honda's Sebastien Tortelli, who was followed across the finish line by Kawasaki's Larry Ward and Vuillemin.

Vuillemin won only one round of the three-race series, while a pair of fourth-place finishes in Pasadena, California, and in Germany were enough to give him a 10-point cushion when all was said and done. Tortelli ended up finishing second in the series, with 36 points to Vuillemin's 46. After crashing out of the first round in France, McGrath came back to go 2-1 and finish out the series in third, with 35 points.

Despite winning the crown, Vuillemin was quick to point out who is the "real" World Supercross Champion. "I might have won the series," Vuillemin said, "[but] McGrath is the real World Supercross Champion. He's won in America and that's given him the role as best supercross rider in the world. I will, however, use this win as a confidence-builder for my assault on America in 2000."

Two weeks earlier, Vuillemin also won the King of Bercy crown in Paris, France.

not race for peanuts," Capirossi said. Friday, November 26 was the HRC-mandated for a factory Honda to be reserved for Capirossi, and the Italian has sent the factory a fax requesting that an NSR250 be reserved for him - though he hasn't included a team name or sponsor. His best option at this time is to move to the Tino Villa Racing team. "We are very interested about this program, but now we need talking about with our sponsors to find the budget that we need to race with a star like Capirossi" said Villa, the owner of the team that featured Stefano Perugini on an NSR250 in 1999.

One of KTM's newest members to its 2000 motocross team, **Donovan Mitchell,** suffered spinal injuries while competing at the A Day in the Dirt GP in Palmdale, California, on November 28. Mitchell is currently at the Northride Medical Center in Northridge, California. Cards and letters can be sent to KTM Sportmotorcycles, c/o Donovan Mitchell, 930 Fesler St., El Cajon, CA 92020.

Ducati North America and Dunlop tires have has teamed up to announce the **North American Ducati Sport Turismo Ride Series**. The events, which number over 40 and will be conducted across North America on weekends between March and September of 2000, are open to all motorcyclists, regardless of brand. Each ride route will send participants down some of the best motorcycling roads in that particular region, with many of the planned stops at scenic and historical places. Ducati will also have models from its ST sport touring family on hand for demos. There is a $10 entry fee for each rider, and space is limited. For more information on planned rides scheduled in your region, see your local Ducati dealer.

More Ducati news: Ducati Motor Holding and Moto Cinelli International Ltd. have announced the establishment of **Ducati UK**, which will handle the distribution, promotion and after sales of Ducati products in the United Kingdom. The move was deemed necessary by DMH and Moto Cinelli - the latter being the long-standing distributor responsible for building the Ducati franchise in the UK - in order for the brand to move forward by bringing Ducati headquarters closer to fans of the marque in the UK market.

The **Dirt Diggers MC** will host the last desert race of the millennium and the final date on the 1999 AMA District 37 competition calendar in Red Mountain on Sunday, on December 12. Laid out in a hare-scrambles format, the starting banner will drop at 9 a.m. A separate kid's race will take place on Saturday. For more details, call 909/875-8520.

Australian road racer **Peter Goddard** will be a busy man in 2000, according to *Cycle News* contributor Darryl Flack. In addition to signing a contact to ride a Kawasaki in the British Superbike Championship, Goddard will also enter seven of the European World Superbike rounds. "It's going to be a busy year with 19 meetings and 38 races over eight months," said Goddard. "The British Championship is important for Kawasaki. At the same time I'm pleased the program allows me to keep doing a lot of racing in the World Superbike Championship." The one-time All-Japan 500cc Champion said he hoped to test ride a Kawasaki ZX-7RR for the first time in early February at either the Eastern Creek or Phillip Island in Australia. Kawasaki's World Superbike Championship riders Akira Yanagawa and Gregorio Lavilla are scheduled to test at Eastern Creek and Phillip Island at that time. "I've never raced a Kawasaki before, so it would be good to do some testing early next year to get used to the characteristics of the bike before I go to Britain," said Goddard. Facing the likes of Chris Walker, John Reynolds, Steve Hislop and Niall Mackenzie, Goddard is under no illusions of the tough task at hand. "Britain has one of the most competitive Superbike championships anywhere, so I'm expecting the racing to be tough and hard," said Goddard. "Having said that, I'm confident the team and Kawasaki will give me the support and equipment to do the best possible job."

Young **Alex Gobert**, the 16-year-old brother of former Vance & Hines Ducati rider Anthony Gobert, has signed a two-year deal with Honda Australia to race a CBR600 and the new fuel-injected CBR900 in the Australian Road Race Championships. Gobert will also race in selected rounds of the Formula Xtreme Tri-State alongside incumbent Honda team member Adam Fergusson. Honda Australia race manager Mick Smith, who said Gobert is a long-term project of the world's largest motorcycle manufacturer, made the announcement. "We have set out a schedule for Alex, and we are working towards building a long-term association with him," Smith said. "It's a similar program we had with Daryl Beattie when we signed him in 1989 - to take him from domestic to international racing. It'll be Alex's first year on the big four-strokes so we want to expose him to as much local racing as possible." Gobert raced to great success in the Moriwaki 80cc class in 1998 and '99 and recently won the New South Wales 250 Production Championship on an Aprilia RS250 from reigning Australian Champion Broc Parkes. With his senior road-racing career barely underway, the youngest Gobert has already shaded his 18-year-old brother Aaron, while 24-year-old Anthony observed at the 1999 Australian Grand Prix that Alex has the potential to be faster than him.

Motocrosser **Ben Riddle** was injured while competing at the Florida Mini Olympics in Gainesville, Florida, on November 28. After already winning 11 races, the 16-year-old Riddle crashed in his final race, chipping the T1 vertebrate in his neck. Riddle also broke three ribs, broke and dislocated his collarbone, and bruised his heart and lungs. The early prognosis is that no surgery will be necessary and he is expected to be back riding again early next year. Cards and letters may be sent to Ben Riddle, 576 Pleasant Union Church Road, Campbellsville, KY 42718.

The inaugural **STTARS Super TT American Racing Series** will conclude with a doubleheader, December 11-12. On Saturday, racers will compete at Mesa Marin Speedway in Bakersfield, California, in the final round of the STTARS Super TTriple Crown Series, with the champion winning an all-expense-paid trip to compete in the prestigious Guidon d'Or (Golden Handlebar) at Bercy Stadium in Paris, France. On Sunday, champions will be crowned in the 12th and final round of the Super TT Southwest Region Championship at Buttonwillow Raceway in Buttonwillow, California. For more information, call 949/768-4626.

Five-time AMA Supercross Champion **Jeremy McGrath** is a confirmed entry for the 4th annual Chaparral U.S. AMA Pro/Am Motocross Championships at Glen Helen Raceway in San Bernardino, California, on December 19. Several other top-name riders have entered, including AMA 250cc National Motocross Champion **Greg Albertyn**, **Tim Ferry** and **Jeff Emig**. The race will again feature a 125cc vs. 250cc Shootout. For more information, call 909/880-3090.

The FIM has confirmed the two rounds of the **World Supersport Championship** that will be held outside of Europe. The races will be held at Phillip Island in Australia on April 23 and in Sugo, Japan, on April 30. The World Supersport Championship runs in conjunction with the World Superbike Championship.

PACE Motor Sports has announced the air dates for its **Vans Triple Crown of Freestyle Motocross** on ESPN and espn2. ESPN will air the San Diego round on November 30 from 3:30 to 4:30 p.m., the Anaheim round on December 15 from 4 to 5 p.m. and the San Francisco round on December 21 from 2:30 to 3:30 p.m. Espn2 will air the San Diego round on December 11 from 10:30 to 11:30 a.m. (with a repeat show scheduled for December noon from 9:30 to 10:30 p.m.), the Anaheim round on December 18 from noon to 1 p.m. (with a repeat show slated to air on December 19 from 8 to 9 p.m.).

Art Fredenburgh, 46, died on November 2 from injuries sustained at a vintage flat-track race in Lancaster, California on September 6. Fredenburgh was an avid motorcyclist and motorcycle collector, racing at Ascot Park in Gardena, California, as a Novice and Junior before receiving his Expert license. Fredenburgh was also an accomplished stuntman.

Floridian motocrosser **Jeremy Brown** suffered serious injuries in a crash during the 250cc A class at the Florida Winter Olympics at Gatorback Cycle Park in Gainesville, Florida, on November 28. Brown suffered a concussion, multiple rib fractures, a collapsed lung, and a bruised liver and kidney. Cards and letters can be sent to Brown, c/o CycleNation, 1545 South Monroe St., Tallahassee, FL 32301.

According to a press release from the company, **Excelsior-Henderson** will have a "Limited Edition Touring" model available to its dealers in December. The custom model features deep pearl oyster paint, white-wall tires and a one-piece seat. In addition, the bike will come with a windshield, saddlebags, a luggage carrier, a padded backrest, a highway bar and driving lamps.

Speaking of **Excelsior-Henderson**, the company said it might seek creditor protection, according to a story in the St. Paul (Minnesota) Pioneer Press. The Belle Plaine-based company said it lost $5.2 million, or 38 cents per share, for the three months ending on October 2, compared with a $7.5 million, or 57 cents per share, for the same period a year ago. Sales were $9 million for the most recent period. Last month, the company disclosed that it had defaulted on a $7.1-million state loan.

BORN: Blake Renee Myers, to Pro motocrosser Scott Myers and his wife, Stefani, on November 24 in Murrieta, California.

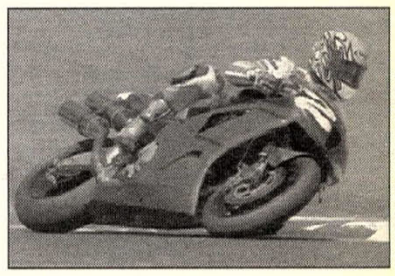
CORRECTION: Our recent news item regarding ADA Motorsports had an incorrect phone number. The correct number is 630/294-0317. ADA is offering privateers the opportunity to have their bikes transported to the AMA Supercross and National Motocross Series rounds in a 53-foot tractor trailer.

CHANGED: The dates for the Quicksilver AMA National Enduro in Coalinga, California, and the AMA National Hare Scrambles in Wilseyville, California, have been swapped. The enduro will now take place on February 20 and the hare scrambles with take place on February 13. For more information, contact the AMA at 614/856-1900.

OPENED: Matto Cycle's home page on the World Wide Web. The site can be found at the following address: http://www.mattocycle.com.

CORRECTION: The November 10, 1999 Number 44 issue of *Cycle News* stated that Dana Van Stee won the 125cc National Hare and Hound championship at the final round in Lucerne Valley, California. When points were totaled, it was Van Stee's Kawasaki teammate Kurt Caselli who had actually captured the title. Caselli also captured AMA District 37's Best in the West, enduro, Big Six Grand Prix, motocross and desert racing number-one plate in all five separate series. CN

Edwards and Co. test twin at Phillip Island

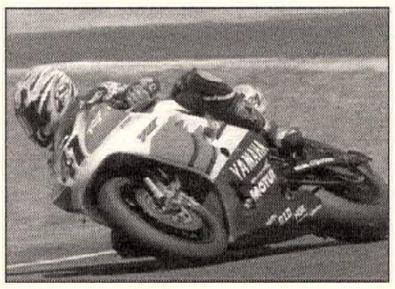


PHOTOS BY LOU MARTIN

Honda began its preparation for the 2000 World Superbike Championship with Castrol Honda's Colin Edwards II (right) and Aaron Slight, testing the VTR1000 SP1 for two days at Phillip Island in Australia, November 25-26.

Although Honda ran the test behind closed doors, photographers were able to talk their way trackside, and it is known that the pair circulated for two days without any mechanical failures. Edwards reportedly turned a 1:34.6 - about a half a second quicker than what he'd lapped on the prototype V-twin back in January. The Texan also crashed twice underbraking for the first-gear Honda Hairpin, escaping both times without injury. Slight, meanwhile, lapped at a best of 1:35.2.

Yamaha also tested at Phillip Island, with five riders on hand for the test, including Yamaha's lone factory World Superbike racer for next year, Noriyuki Haga (left). The Japanese rider tested new engine parts for the first time, with good results.



"This engine is the fastest that I have used on board the R7," said Haga at the end of the second day.

He recorded a best time of 1:34.4, a tad better than Edwards. The Yamaha was also reportedly faster than the Honda in top speed at the end of the Phillip Island front straight. Both Honda and Yamaha will continue their tests at Phillip Island on November 30 and December 1.

Paolo Gozzi

CYCLE NEWS

America's weekly motorcycle newspaper

Volume XXXVI

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Cycle News (USPS 141-340) is published weekly except the last two weeks of the calendar year for $58.00 per year by Cycle News, Inc., 3505-M Cadillac Avenue, Costa Mesa, CA 92626. Periodicals Postage Paid at Costa Mesa, CA and at additional mailing office. Canada Post International Publications Mail #546615.

POSTMASTER: Send address changes to Cycle News, P.O. Box 5084, Costa Mesa, CA 92628-5084.

To determine the expiration date of your subscription, check the four numbers on the first line of your address label. The first two digits indicate the last issue number you'll receive and the last two characters indicate the year of the last issue.

Subscription rates: Rates for the United States and its possessions for one year (50 issues), $58.00; two years (100 issues), $111.00; six months (25 issues), $29.00; trial sub (15 issues), $21.00. Canada and Foreign, one year (50 issues), $105.00; two years (100 issues), $195.00; six months (25 issues), $55.00; trial sub (15 issues), $42.00.

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Printed in U.S.A.

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Voices

LETTERS TO THE EDITOR

Treat Chris better

The subject of Mr. Allan Curtis' letter, Chris Carr, brought to mind the Del Mar Mile in October. The announcer at the race completely ignored the fact that the Grand National Championship had been won by Chris Carr. Had I not been at the Las Vegas National, I wouldn't have known who won the championship.

Likewise, I question your coverage of Chris Carr. I expected his achievement would have been announced before the crowd left and his fans would have had the usual opportunity to give the new champion the recognition he is entitled to. After all, isn't winning the Grand National Championship the goal? The year he won his first title he also won the 600cc championship - I thought for sure that would have earned him "Rider of the Year" from *Cycle News* and the cover of one of your issues.

Chris Carr deserves better treatment than what you've given him. I wonder if other dirt track fans feel as I do.

Annette Frey
Fallbrook, CA

We covered each and every one of Carr's races in 1999 - something that no other publication can lay claim to. In fact, we were there when he won his first AMA National at the Peoria TT in 1986, and we'll be there when he wins his last National, wherever that may be. To say that we don't treat Carr fairly is ludicrous... Editor

Rocket Rex

I appreciate your coverage of the Vintage Iron World Championships (Issue #45, November 17). I think it's worth mentioning that "Rocket" Rex Staten rode in the Evolution Expert class instead of the Plus 40 class. Not only was he racing against former factory stars, but he was also racing against guys who were up to 15 years younger - and he still finished second overall. As a Plus-40 rider, it's nice to see guys from my era get out there and still be able to mix it up with the younger guys.

Way to go, Rocket Rex.

Gary Hart
Westminster, CA

Wanting a new model

I just wanted to drop you a line to say thanks for all the latest and tastiest that's fit to print. The Y2K Moto Fashion issue (Issue #45, November 17) was a perfect example. In fact, I'd have to vote it as one of the best of 1999.

You see, I've been, dare I say it, smitten by a never-been-seen new model. The new RC51? No. Oh, then you must be referring to the Kawasaki KX? Hardly. What I'm referring to is the new model in the Moto Fashion section - specifically, the raven-haired beauty. She is undoubtedly the finest to ever grace a page of *Cycle News*.

I would be eternally grateful if you guys could forward my info to her. As a life-long motorcyclist/ex-road racer/dirt biker and current Formula car racer, I feel I'm owed at least that much.

Glenn Cooper
Roswell, GA

Get in line, Glenn... Editor

More enforcement?

I'm in shock after reading the article about more law enforcement at the Imperial Sand Dunes. This is just more government welfare at our expense. Greg Thomsen says that after listening to the public's comments, he's going to spend taxpayers' money and create another parasitic agency. Please don't encourage them by printing their propaganda. Write your congressman and tell him how you want your money spent.

Mark Brown
Yuma, AZ

Rose Bowl SX

I have one word for what was passed off as a "Supercross" at the Rose Bowl: Lame! I have attended a lot of motorcycle races - big time and local - and this was the absolute worst. Only 19 entries in the 250cc class! Even if the pretty boys from Europe didn't want to race, you'd think in a state as big and versatile as California the promoters could find a few local riders to fill the ranks. And what happened to the freestyle portion of the program? They blew that one without even a word to the fans. Boring.

One other thing: Would someone please tell Rick Johnson to find something else to do besides commentary? Next year, leave the racing (and the promoters) in Europe. We like our Supercross and Nationals just the way they are.

Valerie Martin
mrspotatohead@worldnet.att.net

Rose Bowl SX II

Let me start off by saying that the promoters of the U.S. round of the World Supercross Series put on a fine show. What I'm personally upset with is the fact that the Los Angeles-area crowd was almost nonexistent. I've read that the reason the round was being held in Southern California was the fact that most of the motorcycle manufacturers have their headquarters located in the area. I suppose I can appreciate that way of thinking, but if the sparse turnout was any indication of things to come with the first three rounds of the AMA Supercross Series next year, we're in trouble.

Maybe it's the fact that Southern California has the first three rounds of the AMA Supercross Series - maybe that's why they didn't appreciate it when the World Supercross came to town.

My family and I made the six-hour drive from San Jose, California, because we haven't had a Supercross round here in a number of years (even though we have one of the largest riding districts and some of the fastest riders) and we wanted to see the best riders from all over the world race on U.S. soil. I was personally embarrassed that the people of Los Angeles couldn't even make the drive to a race that's right in their backyard.

Please bring Supercross back to San Jose where it will be much more appreciated than what I witnessed in Pasadena.

Keith Crerar
Cupertino, CA

Rose Bowl SX III

I just returned from the so-called World Supercross at Pasadena. In a word - boring. Nineteen riders? What a joke. If the Euros will not pay to come here, fine - but don't tell me they're coming and then, after I've paid my money, say, "Oh, they didn't show."

And, really, if I wanted to hear a disc jockey and watch dancing girls, I'd go to a gentleman's club. Bring on January and the real Supercross season.

Erick Hinks
Santa Clarita, CA

Rose Bowl SX IV

So I first knew something was wrong when I made the mistake of assuming the race festivities at the World Supercross round were of the regular-evening type. Then to my dismay, my brother told me that racing would start at around 2 p.m. Since I live in the area, I rushed to the Rose Bowl at around noon to secure the popular pit passes that usually run out. Hey, what do you

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ON THE FRONT COVER

Buddy Antunez (1) and Pedro Gonzales (49) were some of the big winners at the National Arenacross round in Massachusetts. Photo by Karl Ockert.

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know - not only was I able to literally find parking right in front of the ticket box and was able to purchase tickets without having to stand in line, but there was absolutely no traffic. I thought this was great and that maybe there would be a mad rush within the hour - wrong!

So around 1 p.m., I leave for my 2-mile journey to the Rose Bowl. I again think to myself - "where's the traffic?" Once I was in the stadium, I had my answer to the parking, pit pass and traffic questions - it wasn't looking good. And I can't comment on the race or the race format because my buddies and I are still trying to figure it out.

And last, but not least, the commercial. I have a unique concept that maybe the promoters can kick around about how to use the giant screens to let the public know what the hell is going on (i.e., lap numbers, riders and their numbers, laps remaining, etc.). Oh, but then they wouldn't be able to play their pretend races to the fans. God forbid we actually go to a real race and actually get to watch and enjoy it. One thing that was very clear to me was that the promoters were doing a much better job of making sure that all 386 people in attendance would leave knowing that there was a new video game available. What isn't clear is if the two dancing "cowgirls" were part of the commercial or not. Was a choreographer hired?

I'm just glad that the 2000-season AMA Supercross Series isn't sponsored by a video game giant - or is it?

Also, congratulations and thanks to Travis Pastrana for winning the 125cc race and assuming the responsibility for the "one-man extreme air show" over the finish-line jump.

Alex Sokolov
agsokolov@earthlink.net

The kids liked it

I would like to thank you both for providing the opportunity for Geoffrey to participate in the World Supercross Kids Race. The day was filled with excitement for Geoffrey and it gave him a feel for what it would be like for a Pro on race day. This is a memory that will last him a lifetime. He was thrilled to meet superstars like Jeremy McGrath, Ezra Lusk, Jeff Emig and his favorite, Travis Pastrana, to mention a few. And all of them signed his chest protector. To make the main was a dream come true for Geoffrey,, as he has set goals to one day make it into the ranks of Supercross.

We have done a lot of racing in Southern California and felt that you guys were professional way above the rest. You guys are a first-class effort and I would like to say thank you.

Geoffrey L. Lockley, Sr.
Camarillo, CA

The above letter was sent to American Supercamp's Dan and Joanne Walker, the pair responsible for putting on the kids race that was held in conjunction with the World Supercross round at the Rose Bowl... Editor

Let it rest

After reading the letters to the editor regarding the long moto debate and the suggestion that supercross is not as demanding as motocross and is boring - I just had to write and object to this lunacy. Any "real" motorcycle-racing fan knows that it takes tremendous skill and guts to race Supercross. The riders race at a blistering speed on very tight tracks that have takeoffs and landings the shape of Mayan pyramids.

Another letter referred to supercross as "really boring." Now this is really a dumb statement. Supercross attendance is setting new records each year and the racing has been tremendous. Nothing can match the excitement of the Las Vegas crowd the year that Jeremy McGrath caught Doug Henry late in the main event - with both of them going over a jump and looking at each other. The sold-out Sam Boyd Stadium crowd went out of control. Yeah, I'm sure some flat, straight sections would have really improved the ambiance at that race. If you think Supercross is boring, then you need to have your blood pressure checked, because you're probably already dead.

Another point. Don't forget that Jeremy McGrath and Jeff Emig won both Supercross and outdoor National titles in the same season - so there are no specialists. As far as the 40-minute motos, extend them if you want - it won't make any difference.

Lastly, let the old-time generational bias rest. The riders of today are better and faster and they would destroy the Bob Hannahs and Jeff Wards of the world. It is a different game now and we should just appreciate it for what it is: Simply the best motor racing on the planet.

Jeff Pollard
Newhall, CA

Stupid Pastrana tricks

Travis Pastrana on David Letterman was great. All hail the new moto/freestyle media king! Hey, Suzuki, are you going to send Dave a bike?

Mark Sanders
Asheboro, NC

X-Wing this

In the November 10 issue you say that Honda's X-Wing show bike "bridges the gap between the CBR1100XX and the Gold Wing - a market niche that has kept BMW and Moto Guzzi going strong for years: high-speed, long-distance touring..."

Think again, guys. That isn't a gap. My ST1100 fits that description to an (S)T.

Alan Maclachlan
New Orleans, LA

Yeah, but can you check your Qualcomm stocks while riding it?... Editor

Say it isn't so

Mark Hyde leaving Suzuki for KTM? Your *In the Wind* announcement of Mark's change of employment wasn't exactly good news for me. You see, as trail boss of the New Hampshire Classic AMA National Dual Sport Ride for the last couple of years, I have come to depend on Mark for all he brings to our trail ride. And what he brings is far more than the sum off the parts in his Suzuki support truck.

Mark is truly one of a kind in the world of motorcycling (a world where great folks are almost commonplace). The mere fact that he would show up, given his GNCC responsibilities, would have been enough. But Mark always had a grin on his face and a cheerful outlook, even in the midst of the two-day flood in 1998.

This past June, Mark brought Steve and Denise Hatch along to join in on the action and the three of them were instrumental in raising the Classic to a new level of fun and generosity. Through the efforts of Mark and the Suzuki Dual Sport team, over $40,000 was raised to benefit the Cystic Fibrosis Foundation, elevating the Merrimack Valley Trail Riders into the top 10 nationally of AMA clubs in charitable club raising (and the only off-road club to make the top 10).

On behalf of CF's Lisa Babaian and all the CF families, MVTR and the New England Trail Riders Association, we would like to thank Mark Hyde for all that he has done to make this ride a success.

Mark, we hope your new job works out well. If you happen to be free the weekend of June 11, your old buddy Rupe Dance of Freedom Cycle Suzuki/KTM can hook you up for a little 250-mile trail ride - and you can leave your wrenches at home.

John M. O'Connor
joconnor@worldpath.net

TToo much?

Can Scott Rousseau explain how he avoided spending the "arm and leg" that he didn't have when building his Yamaha 540 dirt tracker? If one adds the prices for the parts and services listed in the suppliers' section, the total is over $6100, and there are other costs implied that aren't included.

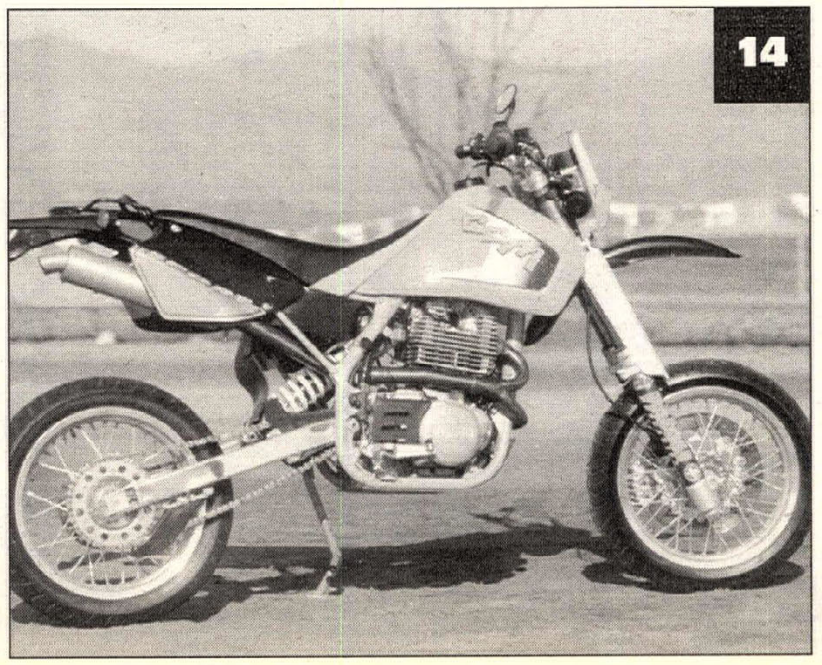
Thirty-five bucks for a kill switch? Give me a break. Maybe if these items were purchased on the "give-them-to-the-magazine-cause-we'll-get-free-advertising plan" then he got a deal, but the rest of us poor folks would be better off buying one of the ready-to-ride $5500 flat trackers advertised in the same issue.

The J&M-framed KTM 600 on page 60 will probably blow Scott's TT into the weeds, and it has front brakes as well. Someone could buy it now and start having fun, or drop another $600 and wait a couple of years.

John Come
johnnybgone@hotmail.com

John, you need to start using a calculator instead of your crayon. So far, just a tick over $3900 has been spent on the bike - nowhere near your calculations of $6100. The labor cost thus far is $400, which you could subtract (use the calculator this time) if you did the work yourself... Editor

Letters to the editor should be sent to Voices, Cycle News, P.O. Box 5084, Costa Mesa, CA 92628-5084, faxed to 714/751-6685 or e-mailed to editor@cyclenews.com. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number... Editor.



The Golden Child

By Paolo Gozzi

Valentino Rossi has just completed four triumphant years with Aprilia in both 125 and 250cc Grand Prix racing. Now there's a new challenge, as a Honda NSR500 awaits the young Italian.

But he won't go into his new foray alone. Instead, he will join Mick Doohan's crew chief of years past, Jeremy Burgess - one of the most respected men in the paddock for not only his work with Doohan but also his championships with Freddie Spencer and Wayne Gardner.

In only four seasons of racing, Rossi has put himself among the greats, winning both the 125 and 250cc World Championships. His 250cc title in 1999 made him the youngest to do so in the history of the GPs - he is just 20 years old. Now, Rossi believes he is ready to move on - to the pinnacle of Grand Prix racing.

"I had nothing else to show in the 250s," Rossi said. "I won the title in the best way, winning nine races on 16 [starts]. In the 2000 season, if I would have stayed in the 250 I wouldn't make better than this. Winning a second World Championship wouldn't add anything more at this point - if I had lost it would have been a poor result. Now I got into 500 at a good moment - there is no more Doohan, the reference pilot in the last years, and the races have a lower level. So it's better for me because I have to gain experience. I know it will hard to learn to go to the line [the limit] with the 500, but I'm curious. I want to show how much I'm great as soon as possible."

Rossi met Burgess and some of the other crew that will make up his new team in the recent Australian round of the series.

"There was too much people [around] at that time, so we couldn't speak," Rossi said. "The Honda is beautiful. It's a bit old, but it remains a fascinating bike - the best that a pilot can wish for. I'm sorry because I couldn't hear it running."

Soon he will hear its noise - from its seat.

"I know it will be difficult to adapt," Rossi admits. "It has many horsepower, and being able to keep them under control will be hard. In the 500, going always at the top is difficult - only Doohan was able to make it there in recent times. Some riders as [Alex] Criville, [Tadayuki] Okada and [Kenny] Roberts made wonderful races, then the following weekend they made disasters. I don't think they are unable, but I think that it's very difficult to know the limit you can't cross. In the 250, I didn't have particular problems. Sometimes I suffered during the tests, but then I was always great during the races. I think in the 500, it will be not so easy."

Rossi has spent his entire career with the Italian team and bike, developing a father/son relationshipo with his crew chief Rossano Brizzi. Now he faces the challenge of being in an Australian team, having to explain things in English.

"This won't be a problem," Rossi said. "I spoke with [Jeremy] Burgess and we understood each other. It will be difficult to have a relationship like what I had with my old team, completely made up of Italians. This winter I will study English, so I will have no problem. I tried for a long time to push my former technical director Rossano Brazzi to move with me to Honda, but Rossano has 49 years and a lovely family in Imola. He wants to stay near his family, and he will stay with Aprilia."

Rossi still has the body of a young man. In order to ride a powerful 500, he will have to develop his arms and legs. In other words, this off-season he will be forced to train - and train hard.

"I have to increase my physical condition," Rossi admits. "When I went into 250, I thought the preparation would be not so important - but I had to change my ideas. In fact, I have some people who help me with this. Now I have to work harder."

With his strong ties to Aprilia, leaving the team was difficult for Rossi.

"I ran five years with them, one year in the European Championship and four in the World Championship," Rossi said. "If they would have had a competitive 500, I would stay with them. Having to change, I think, to the Honda is the best."

The most beautiful moments? Surely when I won the two World Championships, but not only that. I was happy when, at the beginning of 1998, they gave me the same bike of [Tetsuya] Harada and [Loris] Capirossi to begin in the 250 class.

Rossi believes he knows what to do in the 500cc class.

"Changing class is not a new situation for me and I am, more or less, in the same condition I was in the '97 winter when I left the 125 as World Champion to go in the 250," Rossi said. "At that time I wanted to make one year of experience to aim at the final win in the next season. It's the same program I have at this moment - to make a good season in 2000, also winning some races if it's possible, and to point to the World Championship in 2001. I know this time it will be harder because the 500 is the most difficult class. I don't want to make the same error that I made in 1998 - that time I started in 250 thinking I was not able to win the title. At first I was tentative, and instead, perhaps, I should have thought that I could do it. This time I will start more concentrated, and do my best from the first race. I want to win a pair of races, and if I won't be able to do it, I will be very disappointed."

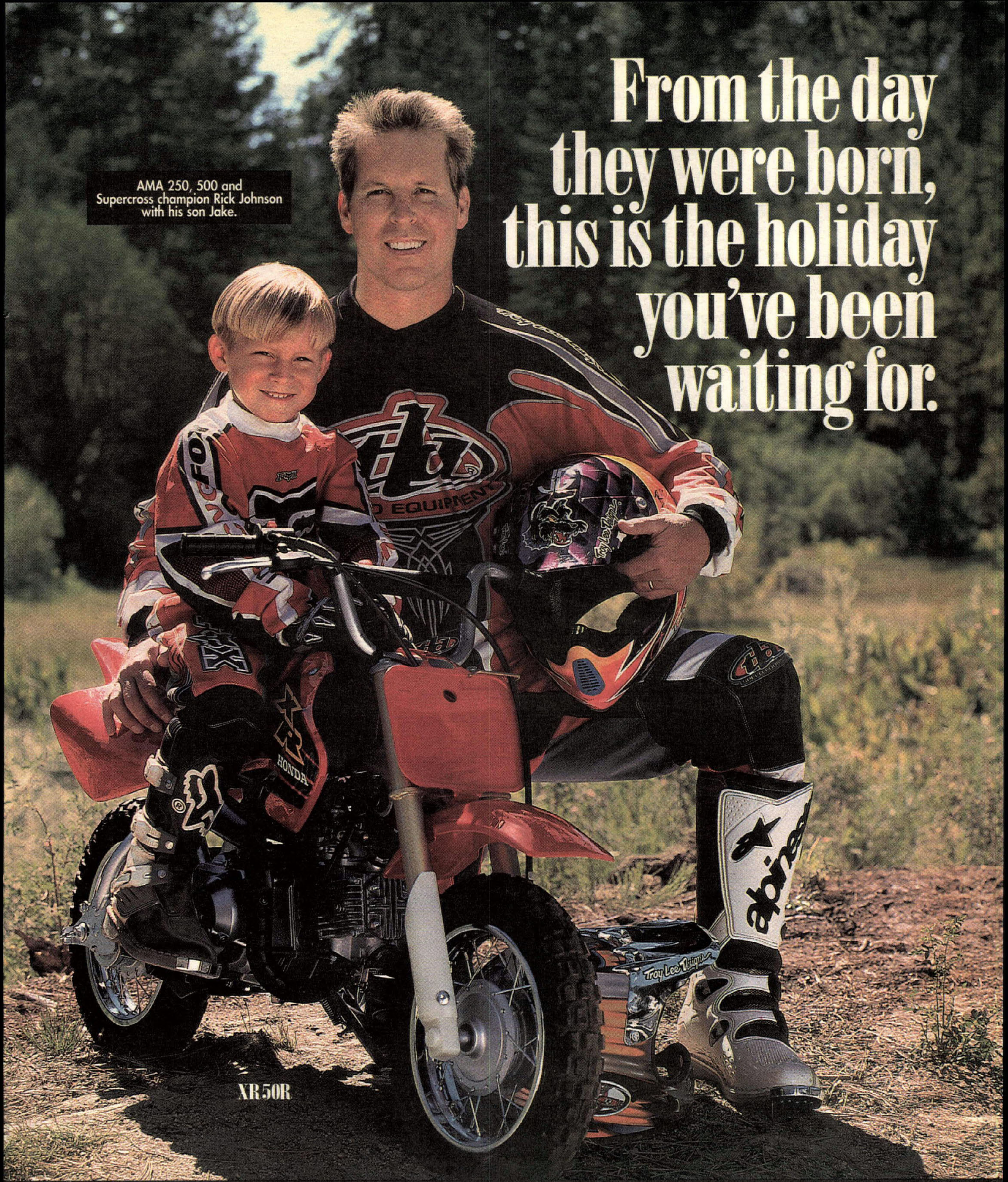
There is a strong possibility that Rossi will get to test the Honda NSR500 for the first time at the end of November during the Jerez tests. Rossi, however, is under contract with Aprilia until December 31, but he plans to ask permission to ride the bike before that. CN

Vital signs

Born: February 16, 1979 in Urbino, Italy
Residence: Tavullia, near Pesaro, Italy
First Grand Prix: Brno, Czech Republic, 1995
First Grand Prix win: Brno, Czech Republic, 1996
Total wins: 26 (12 in 125cc; 14 in 250cc)
1999 Grand Prix wins: 9

45 Rossi is the youngest-ever 250cc World Champion. He won his title at 20 years and 250 days, beating Mike Hailwood, who was crowned 250cc World Champion in 1966 at age 21 and 168 days.

45 Rossi has started 60 Grands Prix in his 125 and 250cc racing career and has won 26 times, for a winning percentage of 43.33 percent - better than Mick Doohan's 54 wins in 134 GP starts for an average of 40.29 percent.



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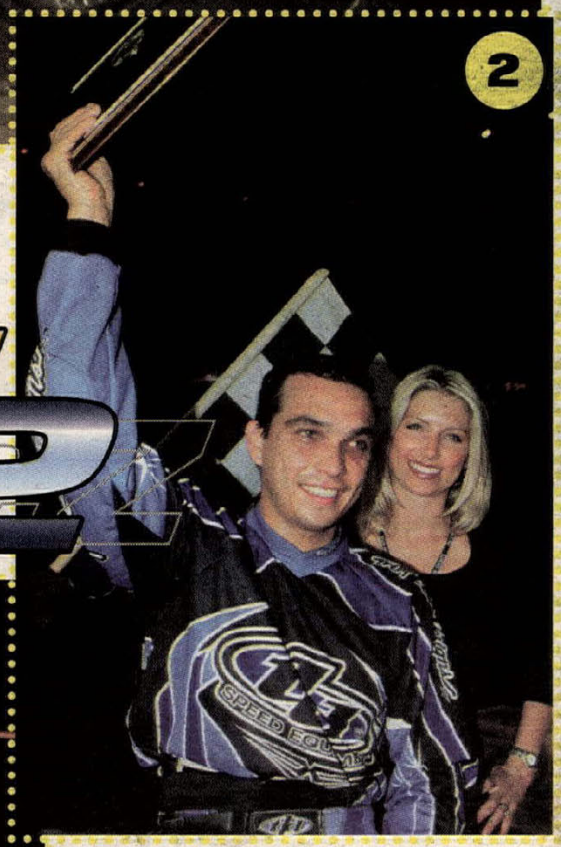
Rounds 5-6: Centrum Coliseum

NATIONAL ARENACROSS SERIES

speedy Gonzalez x2



1 Buddy Antunez (1) came away with a win during the opening night of racing at the Centrum Coliseum in Massachusetts. He topped the 250cc class.
2 Pedro Gonzalez swept Saturday night's racing action.
3 Jimmy Wilson made a name for himself by winning the 125cc main on Friday night.

By Michael James
Photos by Karl Ockert

WORCHESTER, MA, NOV. 19-20

The Centrum Coliseum in Worchester, Massachusetts, played host to rounds five and six of the PACE Motor Sports National Arenacross Series, and coming away with a pair of wins was Kawasaki rider Pedro "Speedy" Gonzalez. The St. Louis Powersports-backed rider from Monterrey, Mexico, put it to his competitors Saturday night, where he finished off the two nights of racing with a sweep, topping both the 125 and 250cc main events. Friday night, however, was tough for Gonzalez, who was hampered by bad starts and crashes. Still, he rebounded for Saturday night's racing action and managed to hang on to his series points lead.

Friday night's racing saw a new face on the top step of the podium. Nicholsons-backed Jimmy Wilson, from Willis, Michigan, scored the 125cc main event win on his Yamaha, while a more familiar face smiled from the top step of the 250cc podium - that of defending Arenacross Champion Buddy Antunez.

FRIDAY

Friday night's 125cc main event got underway with Honda rider Jeff Willoh grabbing the holeshot, but hot on his heels was Kawasaki/RRP's Ty Wallace, Team Green/Carrollton Kawasaki's Mike Katin and Wilson. Getting stuck back in the pack were arenacross regulars Denny Stephenson and Antunez, as well as Gonzalez. Gonzalez was frantically moving up through the pack when he overcooked it in the whoops and landed in the dirt, dropping him out of contention.

Simultaneously, Willoh bit the dust, handing the lead to Katin.

Suddenly finding himself running in second place, Wilson realized he certainly had a chance for the win and kicked it into high gear. He eventually bullied his way around Katin, and the combination of adrenaline and speed carried him to the win.

Meanwhile, Wallace had the same idea as Wilson. Wallace, too, found himself sitting pretty for a good finish and started pecking away on Katin for second place. Wallace started jumping the huge triple before the finish line and eventually got around Katin and hung on for second place. Katin grabbed third, ahead of Antunez, Travis Hodges, Dave Kratz, Chad Pederson and Brad Woolsey.

Wilson was ecstatic after winning his first arenacross main event.

"You know, I knew I was going to win this race," Wilson said. "I was pumped when I was keeping pace with Katin and when I saw Willoh go down, I knew I could pass Mike. I put in 16 perfect laps and that's what it takes to win these things. I am so happy."

"I didn't expect this, but I'll take it," runner-up Wallace said. "I love it. We put on some great moves, and I hope the crowd dug it. Boy, I wish I had put a couple of moves on sooner; I would've loved to have won this thing. I'm happy though."

Rick Johnson
with wife Stephanie and kids
Jake, Kassidy & Luke.

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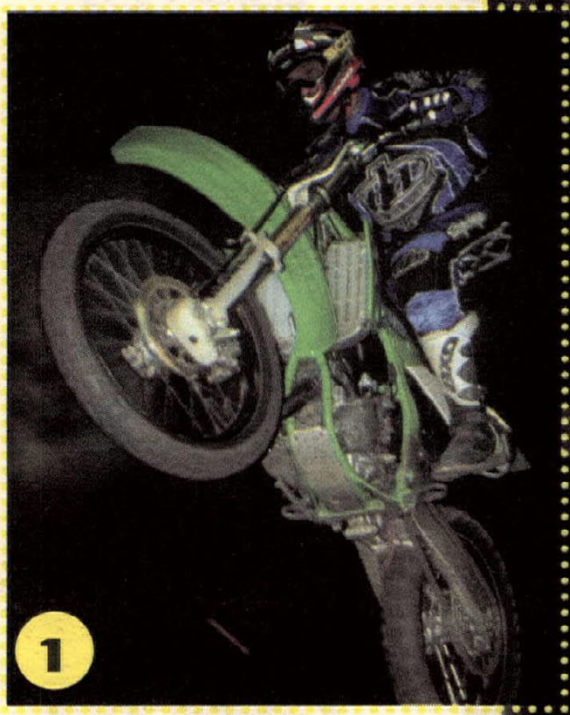
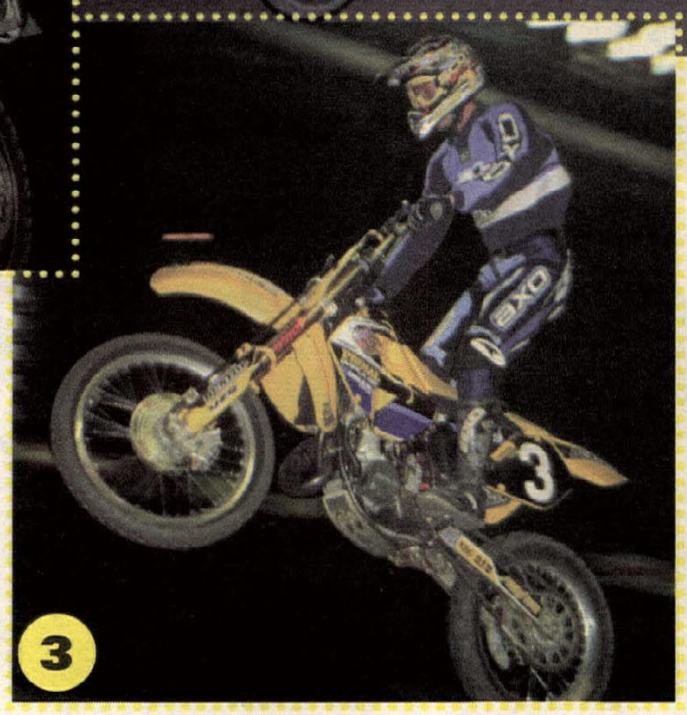




1 Gonzales continues to hold the series points lead.
2 Charley Bogard leads Wilson and Kevin Crine.
3 Denny Stephenson won Saturday night's Dash For Cash.
4 Barry Carsten rode well, taking runner-up honors in Friday's 250cc main.

Katin was pleased with his third-place finish, as well.

"I was having a good battle out there with Jeff [Willoh], but when he ate it on the triple, it kind of scared me, and I started doubling it," Katin said. "That hurt me later in the race. I think I could've won the thing."

Perhaps inspired by Wilson's win, privateer riders Wallace, Barry Carsten and Jim Chester made their way to the front of the pack early in the 250cc main, but they still had one "big wig" ahead of them - Antunez.

A battle between Carsten and Wallace soon caught the crowd's attention, as well as Antunez's, because their dogfight had carried them up to the champ's rear fender.

At the halfway mark, Carsten drew a bead on Wallace and sneaked by the Yamaha rider. The pass fired up Wallace, who turned on the boost to get back by the new second-place holder, but Wallace ended up crashing.

Carsten kept Antunez honest the rest of the way, but Antunez was in charge. The champ scored the win over Carston, followed by Pederson, Suzuki rider Charlie Bogard and Katin.

"It feels good to be up here," Antunez said. "Especially since I am injured. I can only get stronger as the season wears on. If I am winning this early on, it looks good for the future."

"I got a good start and hung tough," said Carsten.

"Hopefully I can make it more of a habit [making the podium]," third-place Pederson said. "I haven't been riding as much as I'd like, but I hope that by the middle of the season, I will be in the hunt for the championship. I'm just taking it one race at a time."

The fastest heat race winners lined up for the crowd-donated Dash For Cash. Wilson took the early lead but was promptly stuffed by an out-of-control Gonzalez. Wilson tipped over after the two riders touched. In the process, Wilson took out Wallace, giving Speedy room to breathe.

Katin, however, ran Gonzalez down and passed the surprised leader. Gonzalez came right back and stuffed Katin in the next corner, only to have Katin stuff him right back again. Gonzalez then waited until the last possible moment to repass Katin two turns from the checkers. Gonzalez sped off to the win, followed by Katin, Carsten and Wilson.

Jeff Willoh faced a new challenger in the Pepsi Jump-Off Contest. Canadian Bonoit Milot performed a one-handed can-can, which stunned the crowd, as did Willoh and Husqvarna-mounted Jimmy Bell. Bell ended up crashing over the barriers trying to make the landing after his jump. Milot won the contest and the $500 prize, while Willoh, who was so impressed by the Canadian's performance, didn't even bother to enter the contest the following night.

SATURDAY

Pederson got the ball rolling in the 125cc main event. He grabbed the early lead with Jim Chester got on his tracks, but soon it was Gonzalez running in second after forcing his way past Chester in the whoops.

Gonzalez then picked up the pace and set after Pederson, while Antunez, Wallace and Katin chased from behind. Gonzalez was on fire, as he began putting heavy pressure on Pederson. A couple of times Gonzalez nearly lost control of his bike, and, at one point, was nearly flung off his bike. Somehow he managed to stay aboard his Kawasaki, and even get around Pederson. Gonzalez went on to score the win, while Chester was hanging on to third, putting in the ride his life. He even reeled in Pederson and passed him for second place. Chester was riding high, but his dream ride would come to a crashing end when he threw it away in a turn.

At the finish, it was Gonzalez scoring the win over Pederson, Antunez, Jeromy Buehl, Katin and Stephenson.

"I just tried to ride a good race," Gonzalez said. "I mean, I crashed in both mains yesterday and just wanted to do good tonight. I hope to do the same thing in the 250 main."

"My Thor/Pro-Circuit/Honda was working good," second-place Pederson said. "[But] I just don't know if I'm gonna be able to hang on in the 250. My wrist is hurting bad, and I was just struggling out there, trying to ride good but not jam it up again."

"My Suzuki was working good, and I tried to put a few aggressive moves on Pederson," Antunez said, "but I didn't want to do anything that would put us both on the ground, so I rode it clean after that."

Sore wrist and all, Pederson came out swinging in the 250cc main, but the entire Primal Impulse/Bill's Pipes Suzuki team was right behind him. Pederson rode a valiant race for four laps but had to pack it in. He was visibly in pain when he let the pack by him.

Gonzalez, meanwhile, was on the move as he charged to the front. He eventually found his way to the front, while Katin held down second place, but not for long. Feeling pressure from Antunez, Katin would soon get a close look at the Centrum Coliseum dirt.

With two laps to go, lapped traffic was beginning to make things interesting, as Stephenson worked his way up to Antunez's rear fender. Stephenson eventually got around Antunez, making the final finishing order Gonzalez, Stephenson, Antunez, Katin and Hodges.

"I did it again," Gonzalez said. "I am so happy. Last night I had a terrible night, with two crashes in both mains. I lost the points lead [Saturday night], but it is a long run, a long series, and I need to be up there as many times as I can. I am pretty happy."

"Second isn't where I want to be," Stephenson said. "It is a long series, and Buddy knows how to win championships. Pedro is new to the whole thing, so he is very enthusiastic. I'm just trying to use my experience to keep this thing tight and not let any one of them get away from me."

"I just got off to a shaky start," Antunez said. "It took me a while to get going, but once I did I could see Denny up there and made the pass on Katin."

Stephenson still pulled off a win in the Dash For Cash. Hodges and Katin were on the leader's tail and dueling when Hodges bobbled in the huge whoops and handed second to Katin. Gonzalez scooted through as well but could never pass Katin.

Milot again topped the Jump-Off contest.

The large crowd enjoyed the Kawasaki 65cc main. A hard-charging Kyle Hutson was the fastest, if not wildest, rider on the track. Unfortunately, with two laps to go, Hutson threw it away on a jump section. Robert Marshall came from fifth place to win the main over Jake Ericcson and Troy Bapp. CN

Centrum Coliseum
Worchester, Massachusetts
Results: November 19-20, 1999
(Rounds 5-6 of 34)

Friday

125 MAIN: 1. Jimmy Wilson (Yam); 2. Ty Wallace (Yam); 3. Mike Katin (Kaw); 4. Buddy Antunez (Suz); 5. Travis Hodges (Kaw); 6. David Kratz (Hus); 7. Chad Pederson (Hon); 8. Brad Woolsey (Hon); 9. Jim Chester (Suz); 10. Barry Carsten (Suz); 11. Denny Stephenson (Suz); 12. Nick Metcalf (Suz); 13. Pedro Gonzalez (Kaw); 14. Jeff Willoh (Hon); 15. Marco Dube (Suz).

250 MAIN: 1. Buddy Antunez (Suz); 2. Barry Carsten (Suz); 3. Chad Pederson (Hon); 4. Charley Bogard (Suz); 5. Mike Katin (Kaw); 6. Kevin Crine (Hon); 7. Denny Stephenson (Suz); 8. Pedro Gonzalez (Kaw); 9. Keith Johnson (Yam); 10. Travis Hodges (Kaw); 11. Jim Chester (Suz); 12. Nick Metcalf (Suz); 13. Ty Wallace (Yam); 14. Jimmy Wilson (Yam).

DFC: 1. Pedro Gonzalez (Kaw); 2. Mike Katin (Kaw); 3. Jimmy Wilson (Yam); 4. Barry Carsten (Suz).

JUMP-OFF: 1. Benoit Milot (Suz); 2. Kenny Bell (Hus); 3. Jeff Willoh (Hon).

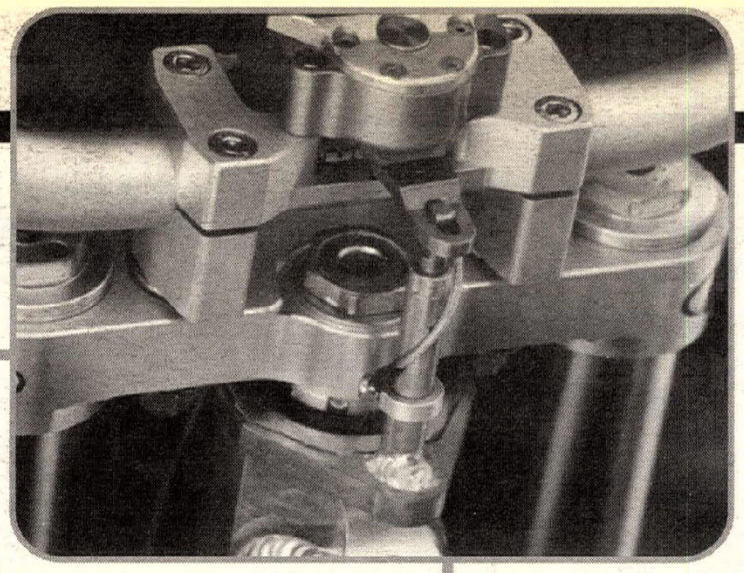
Saturday

125 MAIN: 1. Pedro Gonzales (Kaw); 2. Chad Pederson (Hon); 3. Buddy Antunez (Suz); 4. Jeremy Buehl (Kaw); 5. Mike Katin (Kaw); 6. Denny Stephenson (Suz); 7. Barry Carsten (Suz); 8. Charley Bogard (Suz); 9. Jim Chester (Suz); 10. Ty Wallace (Yam); 11. Brad Woolsey (Hon); 12. Kevin Crine (Hon); 13. Travis Hodges (Kaw); 14. Nick Metcalf (Suz); 15. Jimmy Wilson (Yam).

250 MAIN: 1. Pedro Gonzales (Kaw); 2. Denny Stephenson (Suz); 3. Buddy Antunez (Suz); 4. Mike Katin (Kaw); 5. Travis Hodges (Kaw); 6. Kevin Crine (Hon); 7. Ty Wallace (Yam); 8. Charley Bogard (Suz); 9. Tony Lorusso (Suz); 10. Alexandre Langevin (Yam); 11. Tommy Hoffmaster (Hon); 12. Barry Carsten (Suz); 13. David Kratz (Hus); 14. Chad Pederson (Hon); 15. Jimmy Wilson (Yam).

DFC: 1. Denny Stephenson (Suz); 2. Mike Katin (Kaw); 3. Travis Hodges (Kaw); 4. Charley Bogard (Suz).

JUMP-Off: 1. Bonit Milot (Suz); 2. Kenny Bell (Hus); 3. Tommy Hoffmaster (Hon).



Pet Stabilizer

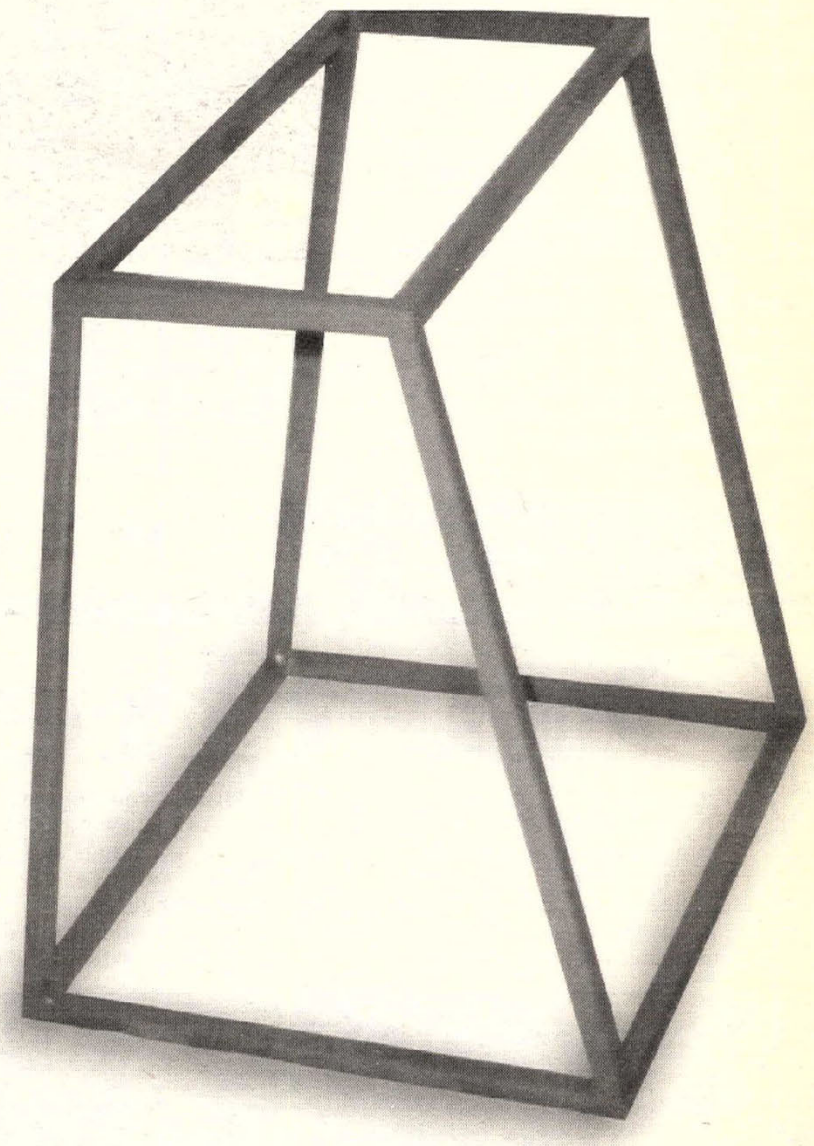
B.R.P. has devised a way to prevent the loss of your Scotts steering damper by developing a leash that installs in minutes with no modifications to your existing setup. The leash uses stainless steel braided cable to secure and help prevent the loss or theft of your valuable stabilizer. The B.R.P. Damper Leash is cheap insurance, at only $9.95. Contact B.R.P., Dept. CN, 23422 Peralta Dr. Suite I, Laguna Hills, CA 92653, 800/834-9363, www.brpit.com.

It's not your father's Alpinestars

We don't recommend riding a motorcycle in it, but the Alpinestars Coupe Tennis Shoe is great footwear for when you're just walking around the pits. Made of a blend of suede and nylon, the Coupe shoe looks good, and let's face it, it's a lot more comfortable than walking around in a pair of Tech 8s. Available in two colors, sand and gray, the Coupe shoe comes in sizes three to 12.5. Contact Alpinestars, Dept. CN for more details, at 800/653-3628.

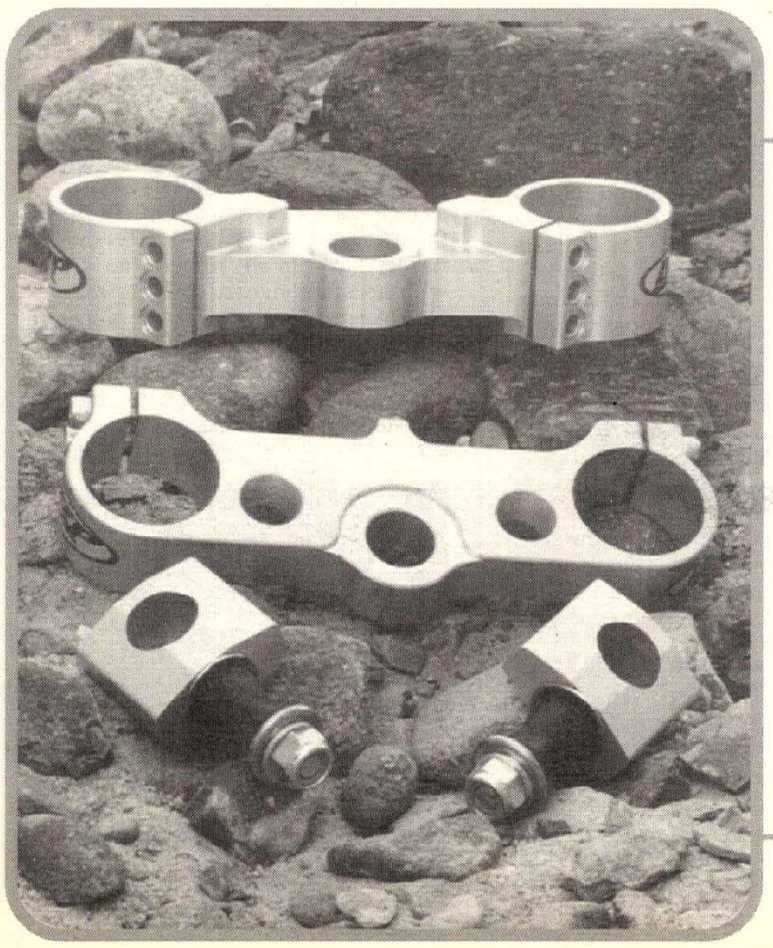
Tech this out

Tim Ferry wears it, and so does Mickael Pichon. The Bieffe SX Tech helmet is a high-quality lid with a seriously low price. For $179.95 you get a Snell and DOT- approved helmet with clear-coated water decal graphics that make it look like a custom paint job. And if for some reason you do want your own custom paint scheme, a white SX Tech sells for $159.99. Of course the Bieffe's top-of-the-line dirt helmet is built with all the other quality features, like a removable, washable liner and a lightweight composite shell. Watch for a Product Review in an upcoming issue of *Cycle News*. For more information, contact Matrix Sports Group, Dept. CN, 6630-B Patterson Pass Rd., Livermore, CA 94550, 925/454-1055, www.bieffeamerica.com.



Stand of Steel

The Toolz Econo Stand goes against the grain of traditional bike stands by its unique steel-constructed design. Powder-coated for long durability, the Econo Stand has an open-design frame and sits 17" x 14" x 13" for easy and quick oil changes. It retails for $39.95 and comes in Kawasaki green, Yamaha blue, Honda red, Suzuki yellow and just plain black. For more information, contact Toolz, Dept. CN, 27581 Senna Court, Temecula, CA 92591, 877/770-TOOL.



Fight Rubber with Rubber

Are you sick of your arms turning to rubber with your solid-mounted triple clamps? Do you want to move your bar-mount position or switch to a Pro Taper handlebar? B.R.P. has the answer with their all-new Rubber Mounted Triple Clamps for most popular models. The upper triple clamp retails for $149.99, and a matching lower clamp goes for $164.99. The lower clamp is not required, but it sure looks trick. To avoid arm pump, contact B.R.P., Dept. CN, 23422 Peralta Dr., Suite I, Laguna Hills, CA 92653, 800/834-9363, www.brpit.com.

Product Evaluation **Bell Moto 7 Helmet**

For whom the Bell?

As a kid in the late '70s and early '80s, Bell's Moto helmets represented the epitome of trickness to me. When my XR75 was replaced by a full-size bike, it was time to upgrade my purple metal-flake, football-face-guarded Kmart special with a real helmet, and there was never even any deliberation as to which lid I would buy: For me, it was a Bell Moto 3 (plain white) or nothing. A few years later, when I was ready to upgrade, Bell's new Moto 4 (again, plain white) found its way onto my melon. For some reason, that particular helmet was the zenith of helmet design in my eyes, and my attraction faded with the Moto 5. I've since owned a variety of other helmet brands and models, but the new Bell Moto 7 may have refueled my Bell infatuation.

Our test unit has several of the best features from my old 4, but most of them function better. For example, the interior is still removable and washable, only now that interior consists of three pieces, which means the cheek pads can be swapped out for a different size to customize the fit. Also, there's still a cooling system, except that now there are several more vents, and they actually function. There's no way to close off the vents for chilly dual-sport pavement jaunts, but I always used to lose the Moto 4's rubber plugs anyway.

Speaking of rubber, the 7 has more of it than my old 4, to the extent that some of it is a bit extraneous, in my opinion. For example, rubber goggle grabbers on each side of the face opening are supposed to help hold the goggle strap, and I suppose they do, but that was never a problem for me in the past. In addition, there's a roost guard on top of the face protector that helps fill the gap below the goggle frame, but I'd remove it if there were a way to easily do so. Still, these things can't really be seen as negatives, and the fact that they've been held over from the Moto 6 (a lid I never tried) indicates that they're somewhat popular.

One change that's unquestionably an improvement is the 7's lighter weight, thanks in part to its carbon/kevlar/fiberglass co-weave. Although I never used to complain about a heavy head before, the newfound lack of poundage is definitely both noticeable and appreciated. Also, the Moto 7 is just plain comfortable, more so than in the past. It's also got a better-looking, stronger visor that is held on by stronger aluminum screws that are more easily accessible than in the past. Best of all, our test helmet has a McGrath-replica paint job that eliminates my cue-ball look.

Chris Jonnum

Light, comfortable and functional.

Vents can't be shut off, roost guard can't be removed.

Retail Price: $389 with graphics; $378 plain; $363 primer only
For more information contact:

Bell Helmets

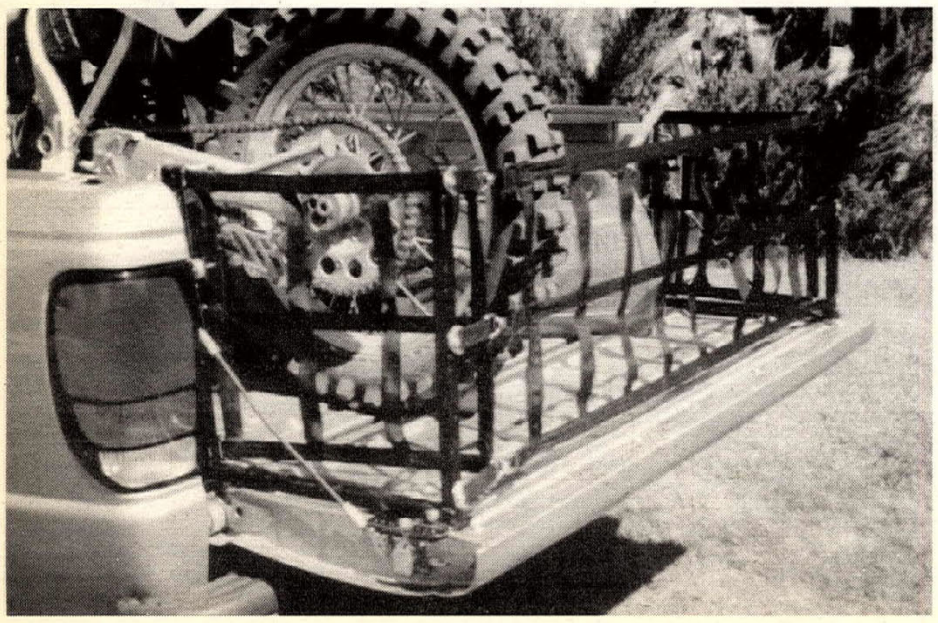
1565 McGaw Ave., Suite A, Building 2
Irvine, CA 92714
949/476-3150
www.bellhelmets.com

Product Evaluation **Advent-Edge Tailgate Net**

On the Net

You're probably already familiar with the AMP Research aluminum Bed X-Tender that allows you to use the area on your tailgate while it's in the down position. The X-Tender keeps things - like your gearbag and gas can - from flying out the back when you're flying down the highway. In fact, we evaluated a Bed X-Tender a few issues ago (October 6, issue #39) and were very much impressed with it.

Like the X-Tender, the Advent-Edge Tailgate Net also extends the usefulness of your truck's cargo bed, but by the use of a three-piece net that surrounds the lowered tailgate. The nets are supported by two steel, powder-coated frames.



Installation is a breeze. The Tailgate Net attaches to the truck's existing tailgate latches, so no modifications, or drilling, are necessary. It took me only about 10 minutes to install the net, and that was *without* the instructions, which I had left at the office.

Once mounted into position, and it's time to load your motorcycle, simply unhook the easy-to-operate hooks on one side of the rear net (leaving the side frames in place), slide the net to the side, and you're ready to push your bike up the ramp and into your truck. Re-latch the hooks and you're ready to go. Very easy.

When your day of riding is over, the entire Tailgate Net can be removed in seconds, folded up into a small package (18" by 6") and stowed behind the seat of your cab. Against the clock, it took me about 25 seconds to re-install the complete Tailgate Net.

Motoring down the highway, the Tailgate Net certainly gives you a more secure feeling, not having to worry about larger objects in the bed of your truck being deposited on the road behind you, but you still might want to keep a close eye on smaller items that could possibly find their way through the small holes of the net.

Overall, I think the Tailgate Net is a great product and would make an excellent Christmas gift. It doesn't look quite as nice, nor does it mount as securely to the truck as the AMP Bed X-Tender, but it does have its advantages: no drilling with installation, easy storage when not in use, and cost. The AMP X-Tender retails for $210, and the Advent-Edge Tailgate Net $138.95. The Tailgate Nets are available to fit most small-, mid- and full-sized pickup trucks.

Kit Palmer

Folds for compact storage. Requires no modifications to truck.

Small objects can still fall out. So-so looks.

Retail Price: $138.95
For more information contact:

Advant-Edge

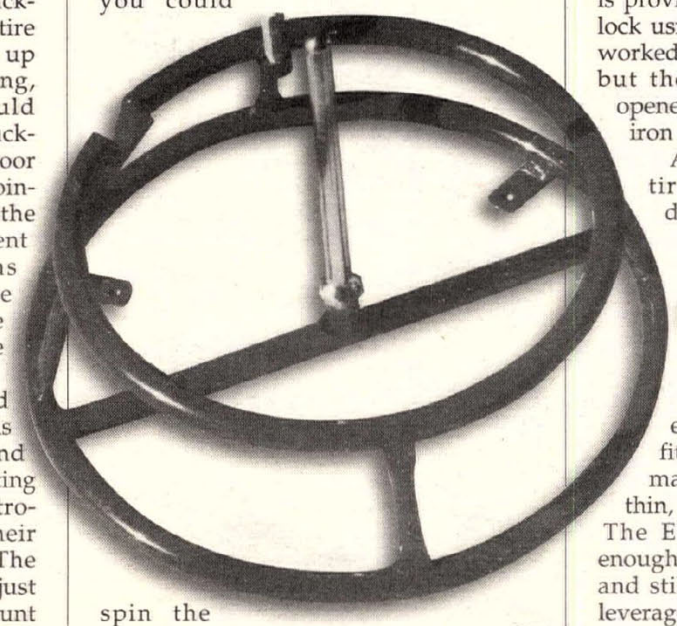
Lancaster, California
800-ADVANT-EDGE (800-238-2683)
www.advant-edge.com

The evolution of tire changing

When man first started changing dirt bike tires, he probably went about it by placing the wheel on the ground and wrestling with the knobby, bloodying his knuckles and cursing the crude, primitive tire irons every time the wheel flipped up and hit him in the face. Before long, someone figured out that he could catch the blood running off his knuckles and face and on to the garage floor by placing the wheel on a bucket. Coincidentally, it also made changing the tire easier and quicker. As time went on and the full-face helmet was invented, man discovered that he could prevent lacerations to the face by wearing his helmet during tire changes.

Thanks to much bloodshed and many years, better tire-changing tools have been fabricated, and teeth and flesh are no longer lost due to mounting fresh meat. **Terrycable** recently introduced the second generation of their already easy-to-use tire changer. The new tire changer is powder-coated just like the old unit, has bolt holes to mount on a piece of wood for stability just like the old unit and looks almost identical to the original design, but two new features have evolved out of the old model.

The new unit comes equipped with a removable wheel stop, which allows you to spin the wheel around the tire changer. The old unit came with the piece welded and was placed there so you could



spin the new tire onto the rim without the rim moving. However, tire changing is sometimes a touchy subject, and some people prefer to spin the wheel while they are changing the tire. Because there are two schools of tire changing, Terrycable made the piece removable to please everyone.

The second change is in the slot that is provided to pop the tire into the rim lock using a tire iron. The old slot only worked with certain types of tire irons, but the new slot is wider, angled, opened and can be used with any tire iron imaginable.

After using the new tire changer, we decided that the change was for the better. We used Terrycable's Easy Grip plastic-handled tire irons as well, and found the job to be even easier. The plastic handle fits in your hands quite nicely and makes it easier to manhandle the thin, spoon-shaped iron into the rim. The Easy Grip iron is even small enough to fit in a fanny pack if need be, and still is long enough to offer good leverage. While using the new Terrycable tire changer and tire irons, we never pinched a tube, no blood was shed and we didn't even need to wear our full-face helmet.

Matt Freeman

The Terrycable tire changer and Easy Grip tire irons make tire changing easier than ever and will fit most anyone's method of changing tires, unless you are self-masochist and you like bleeding.

Dentists and plastic surgeons will lose business

Retail Prices:
Tire Changer: $90
Easy Grip tire iron: $13.95
For more information contact:

Terrycable Racing Products

17376 Eucalyptus St., Hesperia, CA 92345, 800/854-4691
www.terrycable.com

The Good Book

The following statement will most likely not go over too well with several of our readers and half of the guys in the *Cycle News* office, but I'm sick and tired of walking into a book store at the mall or strolling down the book isle at Cost Co. and seeing big, thick coffee table books on Harley-Davidsons, Indians, Triumphs or Nortons. Sometimes I'll find a nice fat book entitled, The Encyclopedia of Motorcycles, and then when I open it there are only like, two dirt bikes, one of which is a Mugen Honda from the Reagan administration, and the other a Trail 90. I like motorcycles of all kinds, but when it comes down to it, I'm an off-road junkie. Oh, well. To each his own, and that's why Dario Agrati's 1998 addition of "Off Road Champions" found its way into my office shortly after the UPS man dropped it off. Finally, a motorcycle coffee table book that I can relate to.

Dario Agrati is an Italian photographer and journalist who has spent the last few years covering the FIM World Enduro championships, the ISDE, Rally Dakar, European motocross and a slew of other foreign off-road events. Agrati's 13 x 10" "Off Road Champions" consists of 212 pages of awesome, well-composed photographs from 1998. He pays special attention to the World Championship Enduro series, but also covers the most prestigious races in the world. Along with the photographs is a small amount of text, which is written in Italian and in English, but to be honest I looked at the photos in the book several times before I even discovered that below the Italian text, there was the English translation. That kind of goes to show just how good the photos are, and just how amazed I was to actually have a book this good in my hands.

"Off Road Champions" is in chronological order, with the World Enduro rounds appearing in the first half. Each round is covered with colorful pictures, captions and even portfolios of powerhouse riders like Italy's Giovanni Sala and Gian Marco Rossi and Sweden's Anders Eriksson, all World Enduro champions in their respectful classes.

After taking us through the enduro series, some candid shots and even some French Super Motard images, Agrati takes us to Rally Dakar, which used to be known as "Paris to Dakar." Some of the best writing in the book is a tribute to the great rally France's Stephane Peterhansel, who has a handful of Rally Dakar and ISDE wins under his kidney belt. The rally portion of the book contains my favorite quote:

"A God descended to that white beach which smells of ocean, accompanied by thunder: Stephane Peterhansel."

Okay, it may be a bit dramatic, but it is a translation of Italian script. Still, it gets to the heart of the matter and if any off-road motorcycle racer is of holy caliber, it's Peterhansel, without a doubt.

Next up, the Gilles Lalay Classic, the toughest enduro in the world. Agrati captures the prestige on film of just finishing the grueling race with his photos of gnarly terrain and hundreds of spectators helping participants carry their bikes up muddy hills.

My favorite picture is in this section. It is of Laurent Charbonnel, Peterhansel, Cyril Esquirol and Sala waiting in the dead of night to start the Gilles Lalay. It's almost like being there.

Although not considered an off-road event, World Champion Motocross photos follow the Gilles Lalay pictorial. Agrati celebrates Alessio Chiodi, Sebastien Tortelli and Joel Smets for their '98 World Motocross championships in the 125cc, 250cc and 500cc divisions. American Supercross photos follow the FIM Grand Prix shots.

The Australian ISDE brings the book to a close, and I couldn't help but notice that there are no photos of any Americans in the Six Days portion. In fact, the only Yankee pictures in the entire book are that of motocrossers, not to mention the group shot of off-roader Paul Krause in Agrati's Rally Dakar footage. Hopefully in the '99 addition of "Off Road Champions," which is due out very soon, there will be some photographs of Americans participating at the ISDE in Portugal.

Apparently Agrati also put together a '97 version of "Off Road Champions" and I liked the '98 version so much, I can't wait to get my hands on it, as well as the '99 installment. Agrati's work of art is a book I can proudly put out on my own coffee table and let my guests wonder who the hell Peterhansel, Sala and Mika Ahola are.

Matt Freeman

Great photos of the grass tracks and terrain tests of the world, printed on quality paper in a well-laid-out hardback book.

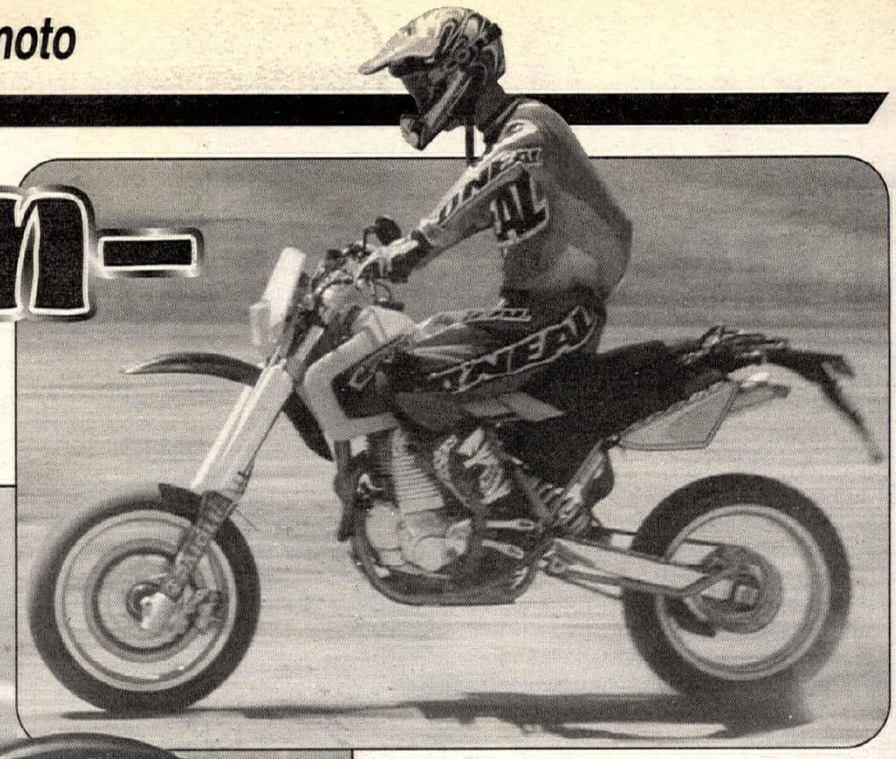
No American off-roaders caught in action.

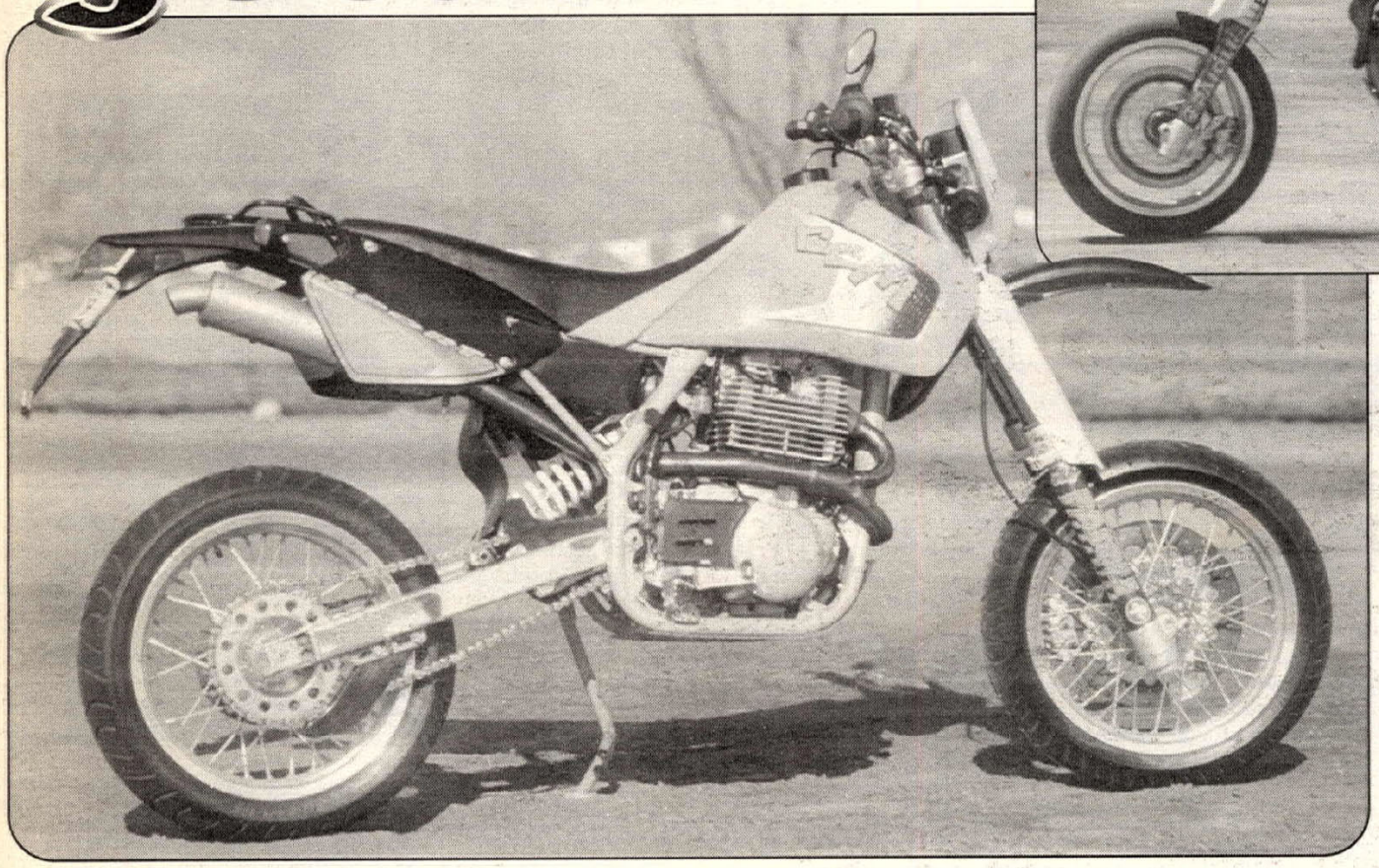
Retail Price: $38
For more information contact:

enijkamp@aol.com or
call 719/686-1109

CCM 640E Supermoto

Attention-getter





By Kit Palmer

The CCM factory in Blackburn, Great Britain, is back in the business of making motorcycles again after a disastrous fire at the plant basically halted production a few years ago. Probably the most interesting motorcycle coming off the new production line these days is the 640E Supermoto.

The Supermoto is closely based on the company's dual-sport models, but with a few changes to give it that supermotard appearance and performance.

It's the shrunken tires that capture everyone's attention when you ride by on this bike. The 17-inch wheels (front and rear), shod with low-profile Pirelli Dragon street tires, truly make this bike look different, in a very cool way. Even the stubby front fender looks a bit odd, but very acceptable.

Not too long ago, we got the chance to ride the CCM 640 Supermoto, though we only had the bike a short time, which prevented us from taking the bike to the track or putting it through its paces on mountain or canyon roads. But we did spend some time on the bike, riding it through town, and venturing out of town on the yellow and black machine. All this did, however, was wet our appetites for more. As you can probably already imagine, this bike is an absolute blast to ride.

But first some of the basic tech stuff.

The CCM Supermoto can be ordered in one of two displacements: 597cc (604E) or 636cc (640E); we rode the 640 model. The bike is powered by an air-cooled, single-cylinder, SOHC, four-stroke Rotax motor, brought to life by either electric or kickstart methods. I'm sure we don't need to tell you which method we used all the time. Power is delivered to the rear wheel via a five-speed constant-mesh transmission.

Oil is held in the twin-cradle frame, and the suspension is handled by a 46mm Paioli conventional-type fork up front, and a dramatically angled, direct-mount, single White Power piggyback shock. Both suspension components are fully adjustable.

The front and rear disc brakes are made by Brembo, and the rims, Excel. Much of the entire motorcycle is constructed out of top-quality "aftermarket" components.

The bike sports a 61.2-inch wheelbase, a 37-inch seat height, and 13.6 inches of ground clearance. The 640 is no lightweight by any means. CCM claims the bike weighs just over 315 pounds, and considerably more when you top off the 3.6-gallon fuel tank.

As already mentioned, riding this bike is pure fun. Anyone who has ever ridden a dual-sport bike knows how much fun they are to corner on paved mountain roads, even on semi-knobby tires. Now imagine a dual-sport bike *designed* to corner, with big-fat street tires on 17-inch rims. Tack on a thunderous Rotax four-stroke motor, and you might get an idea just what it's like to ride the 640 Supermoto. Apparently, a lot of you already know, as the CCM U.S. importer claims a large number of machines to have been already sold. (Most of those sold have been the 604 model.)

The Supermoto loves to be flicked into the turns. It's super controllable and stable when leaned over, and twisting the throttle open when rolling out of the turns is a pure rush - not to mention noisy. The exhaust is impressive, if a little on the loud side.

Just for fun, we drag-raced the 640 against a stock Kawasaki KX500 (on pavement), and the CCM almost always matched the KX gear for gear, then waved goodbye to it when topped out.

The CCM Supermoto that we rode was a 1999 model, but the 2000 version will be very similar. We know for sure, however, the 2000s will have a different carburetor. Starting the big 640 was as simple as pushing a button, thanks to its electric starter, but it's the 17-inch wheels that will draw a crowd wherever it goes. Slap on more-regular 21- and 18-inch wheels, and suddenly you have a dual-sport bike.

The CCM simply kept picking up speed until it was time to slow 'er down. Luckily, the Brembo brakes were up to the task.

The CCM feels ergonomically correct, but the thin and stiff seat, and the standard heavy vibes from a big-bore four-stroke single, prevent this bike from being a daily commuter, at least for my 120-mile daily haul.

Still, I could easily see myself owning this motorcycle. The CCM just looks so trick, from its gold-anodized hubs to its tiny wheels and front fender, to its bright yellow (and black) coloring. Plus, you can even polish the engine's aluminum cases to a chrome-like shine, like on the one we rode. This is one of those bikes that when you first look at it, you think to yourself, "I gotta have it." I also like the fact that you can purchase "regular" wheels for the Supermoto, and suddenly you have a dual-sport bike that you can take off road.

But if it ever came time to actually write the check, well, I would just have to keep telling myself just how much fun it is to ride, because $8695 is a lot of money for a single-cylinder motorcycle ($8195 for the 604), or for any motorcycle for that matter.

Then again, it is almost like getting two motorcycles for the price of one. Okay, maybe one and a half. CN

CCM 640E Supermoto

Specifications

Engine type	Air-cooled, single-cylinder, SOHC, 4-stroke, electric start/kickstart
Displacement	636cc (640E)/ 597cc (604E)
Bore/stroke	97mm/81mm
Carburetor	Dell'Orto VHSB 39mm flat-slide
Transmission	5-speed
Ignition	Electronic CDI
Frame	Oil in frame, twin cradle
Suspension	
Front	Paioli 46mm conventional fork
Rear	White Power, piggyback reservoir
Wheel travel	
Front	300mm
Rear	350mm
Brakes	
Front	Brembo 320mm disc, twin piston, floating disc
Rear	Brembo 220mm disc, twin piston, floating disc
Wheels	
Front	17 in. (21 in. optional)
Rear	17 in. (18 in. optional)
O/A length	88 in.
Wheelbase	61.2 in.
Seat height	37 in.
Ground clearance	13.6 in.
Fuel capacity	3.6 gal.
MSRP	$8695 (640E)
	$8195 (604E)

CCM-USA
915 Commercial St., #2
San Jose, CA 95112
Phone: 800-309-9463

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coolest stuff we can, absolutely free. Just buy a DS80 or QuadSport® 80 ATV and we'll give you $200 towards anything in our store. Or for younger kids who have been

saving up to help buy a JR50, we'll give you $150 worth of accessories. Choose from helmets, jerseys, boots, gloves and more. Just get to a participating Suzuki dealer by

December 31st and see for yourself. This could be the first time you get them an outfit that they're not in a hurry to take off.

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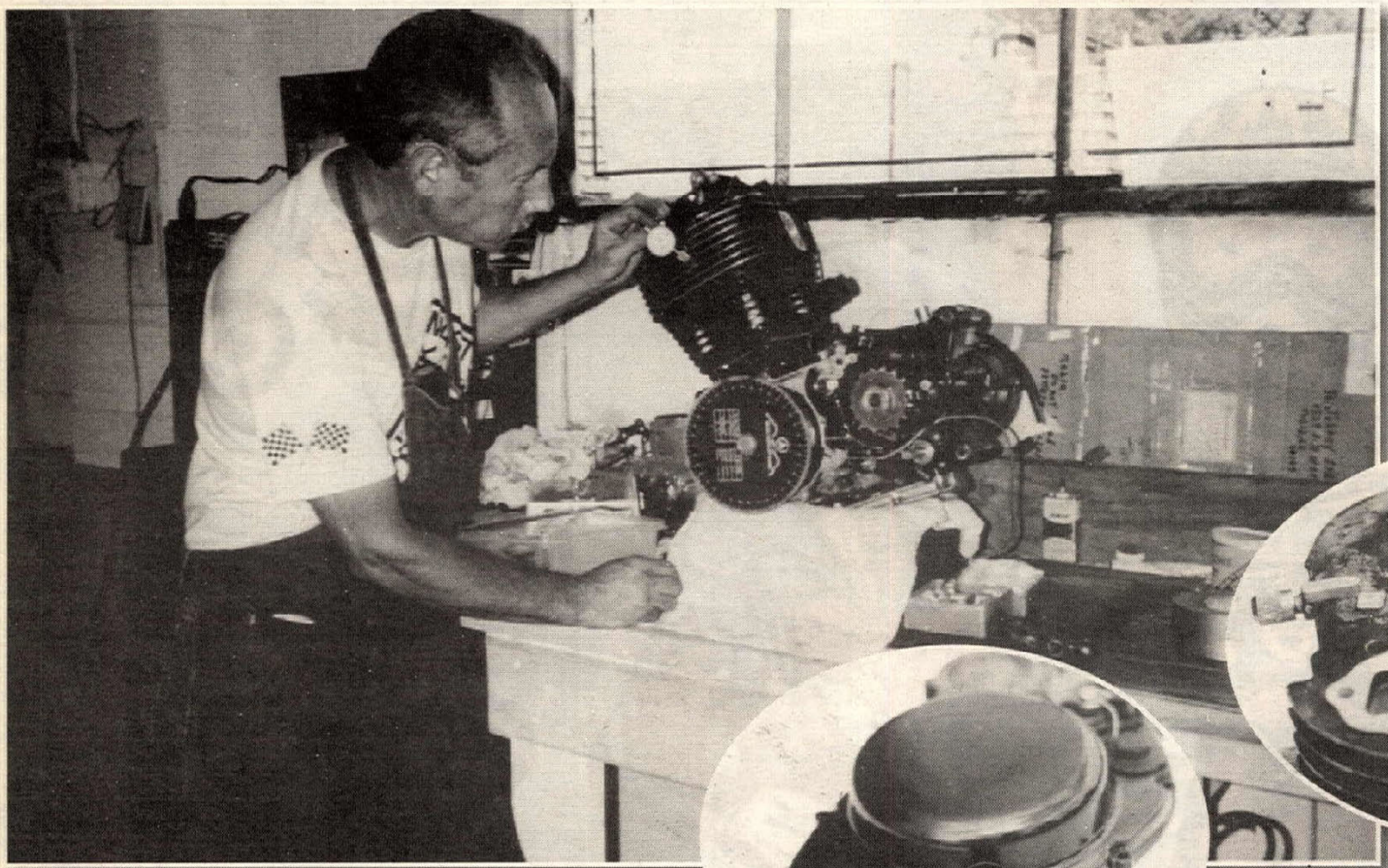
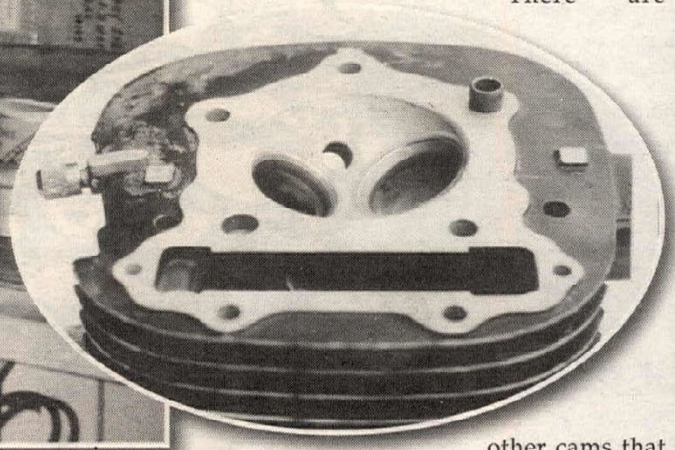
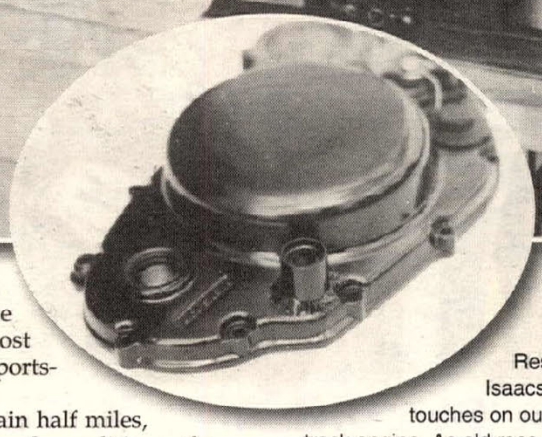
Yamaha 540 dirt tracker, part 3

Humming right along







(Top) Total Performance Racers & Restoration's Johnny Isaacs puts the finishing touches on our Yamaha 540 dirt track engine. As old race motors go, Isaacs likens the Yamaha to a perfected BSA Gold Star. (Above - left and right) Special machine work was kept to a minimum. It included machining the right-side cover to accept the right-side shift, and the opening of the valve seats to accept "SR-style" valves.

By Scott Rousseau

Last week we laid the foundation necessary to make our Yamaha flat-tracker turn like a champ. This week we concentrate on giving the bike a reason for needing to handle as well as it does. Yep, it's engine building time.

With Anders Racing Products completing the hackwork on our chassis, we shipped it over to Matt Hilgenberg of Speed and Sport in Long Beach, California. Many moons ago, ol' Hilgee was an editor here at *Cycle News*. And not one to turn away from cool projects (though he is probably busy enough already), he offered to throw in his two cents by making sure that our frame, the Sun rims that we bought from Buchanan's Spoke & Rim and the hubs supplied by Johnny Isaacs were powder-coated. We wanted the bike to look nice, although it probably would have looked just as good with the aid of a few spray cans and plain silver rims and hubs. Oh well, keep in mind that there are places where you can overindulge if you want to.

That said, we didn't underestimate the value of a good-running engine for our project bike, and we knew just the guy who could get it done for us, so we sent the motor packing to Isaacs and his Total Performance Racers & Restoration shop down in Tulsa, Oklahoma. A former National number holder and multi-time national champion in the Vintage Dirt Track Racers Association, over which he also used to preside, Isaacs is also an ace when it comes to building complete vintage dirt trackers. Although Isaacs specializes in the preparation of British-heritage racing twins and singles, the Yamaha XT/TT single has been the motor of choice in the VDTRA 600cc Pro ranks for several years now (it has now also become popular in the AHRMA '70s Singles category). Isaacs has gone through quite a few of the Yamaha singles in his day, and, like Rick Anders, believes they are quite capable on most small tracks at the sportsman level.

"Even up to certain half miles, depending on the track conditions, the Yamahas are going to be just as competitive," Isaacs says. "Naturally, in all-out horsepower, a four-valve engine is going to make more than a two-valve [such as the Yamaha], but dirt track doesn't necessarily depend on all-out horsepower because you are often riding in less than ideal track conditions. The Yamaha is capable of a dependable 50 horsepower."

Dependability would have to be a major factor in our motor, as several *Cycle News* editors and ad guys were already taking a number for a spin on the bike when it was complete. Also, the idea is to be *riding* your bike, rather than wrenching on it. Keeping that in mind, Isaacs put together a sensible list of the parts that would be required to turn our motor into a short-track hero, turned us loose, and then went about the standard teardown and inspection procedure.

"Basically, your engine showed the normal road mileage and wear," Isaacs recounts. "It didn't look like it had been abused or anything. It was just a matter of going back and freshening everything up."

One area that Isaacs does pay particular attention to during the teardown is the inspection of the cylinder base studs and corresponding holes on the barrel. Be careful that there is no elongation in the cylinder holes - that means trouble and is a sign of a hammered motor. Isaacs says that 99 percent of the time the holes are perfectly round, indicating a prime candidate for a rebuild.

The crankshaft appeared to be in good spirits, although it was pressed apart to accept a new rod kit, which we got from Yamaha but is available through your local Yamaha dealer. Isaacs recommends going one of two ways here. A Carillo rod is the ultimate. It is rebuildable and will guarantee a motor that can be taken to hell and back even on a mile. The stocker lasts just as long in short-track conditions, and you can replace two Yamaha rods for every one Carillo.

Also availabe from Yamaha are the various gaskets and seals that needed replacing. The Wiseco piston kit that we used required Cometic head and base gaskets because of the larger bore size. The 90mm pop-up piston and ring kit boosts compression and raises the displacement to 540cc, increasing horsepower when used in conjunction with the Megacycle 25162 camshaft, a great all-around cam that broadens the torque curve in the fat part of the powerband and provides a respectable amount of overrev. Ours came from Megacycle as a regrind, meaning that we gave up our stocker in exchange. There are other cams that may make better peak power, but Isaacs says that they can be an invitation to trouble in more ways than one.

"Some of the more radical cams may make more power on top, but you lose that broad powerband," Isaacs says. "Those might make for a great drag racer or road racer, but not a great dirt tracker. Again, there is only X amount of horsepower that you can use on a dirt track."

We also went with reconditioned rocker arms - a must when replacing cams - and an R/D titanium spring kit to make sure that the valves never got to meet the pistons due to float.

Besides boring the cylinder, the only real machine work that needed to be done to the engine involved the relieving of the piston so that it would clear the new Yamaha SR valves that Isaacs elected to run. The street-oriented SR valves are slightly bigger than the

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TT/XT valves and thus allow for better airflow at a given rpm. According to Isaacs, our piston needed to be clearanced about one-hundred-thousandths on the exhaust side and sixty-thousandths on the intake side.

Isaacs got tricky with our rebuild in the conversion of our motor to a ride-side shift. It wasn't really necessary - the only reason for it being that we would save a few shift levers during the inevitable odd laydown - but it was pretty cool. Isaacs charges an extra $150 for the conversion, and he doesn't recommend it be handled by anyone without the proper equipment and training.

That was about it as far as the engine rebuild goes. Isaacs rebuilt the engine carefully, checking and double-checking all of the tolerances, degreeing in the cam and adjusting the valves. The only other thing that Isaacs did was place an aluminum plug in the tach drive hole on top of the head. Do-it-yourselfers or low(er) budget racers can find a lot of juice by changing the cam and rockers on a stock 500cc engine. As I stated very clearly last week, I have personally been waxed by such motorcycles already.

"The 500s lack a little bit of torque and acceleration, but all in all, they are very close," Isaacs says, adding once again that any Yamaha TT or XT single makes for a darn competent powerplant, be it for sportsman or vintage racing.

"If you go out and buy a Rotax motor and then spend a couple grand to make it competitive, you are talking about $5000 just in the powerplant. I haven't seen an ATK to date that could come off the showroom and make National-type power. That's what you would be running against at the local level. And in the vintage classes, hell, you're right there already."

All told, our "all-new" vintage/sportsman Yamaha engine tallied up at right around $1200 with all of the new and shiny bits and pieces, and the labor. For Isaacs, running one of these old Yamahas makes pretty sound financial sense, especially when their reliability is brought into the equation.

"I'd hate for people to think that I am talking down on the British stuff, because that's the majority of my business, but I consider this [Yamaha] engine to be like an updated BSA Gold Star," Isaacs says. "Only, if you're going to build a real Gold Star, you had better allow three times the amount of time to do the work. I built my BSA 500 to be as fast as a Yamaha - and faster than the majority of them - but my maintenance was like, 125 hours per race season. I built a Yamaha for a guy that I sponsor, and if we had more than 10 hours of maintenance in it, I would be surprised."

Other than specifying that we keep an eye on the valves and the ignition timing, and religiously change the oil about every three to four races, Isaacs turned us loose, stating that we could expect our revamped single to enjoy a long and healthy life even under the rigors of hamfisted local sportsman and vintage competition. A typical season on big tracks would mean that we might want to tear down the top-end every 10 races to take a look. On short tracks like ours in So Cal, Isaacs predicted that we wouldn't need to do anything that serious for a season and a half or longer. That was good news.

The bad news was that while all of this work was moving along, so was the time, and our project started to lag behind a little bit. Okay, actually it was a lot. Stick with us, though. We're going to press forward next week and get this baby ready to rock! CN

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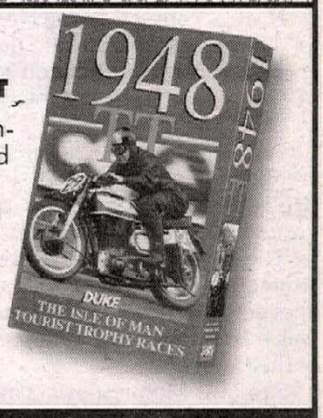
(#1097) 1948 saw a record number of entries as Norton, Velocette and Moto Guzzis dominated. Stars of the post-War era - Freddie Frith, Bob Foster, Artie Bell, Omobono Tenni and other familiar faces were drawn once more to this legendary road racing festival.

Probably the first TT film produced after the second World War, this recently discovered film won an award for its enthusiastic producer Sam Coles. There is no sound other than the informed commentary of Graham Walker, but this in no way detracts from the atmosphere and excitement of another chapter in Isle of Man road racing history.

Features all the pre-race activities involved right up to the warm up and the Grand Parade, as the bikes and riders are marched to the starting grid flanked by the Boy Scouts.



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District 36 Northern California Enduro Series, Round 9

BUTLER RINGS THE COWBELL

By Jill Ashworth Patterson

UPPER LAKE, CA, NOV. 6

KX250-mounted Brian Butler locked up the 1999 championship series title by taking the overall victory at the 53rd annual Cowbell Enduro, which was the ninth of 10 rounds in District 36's Northern California Enduro Series. The event was hosted by the Hayward Motorcycle Club and staged near Upper Lake, California.

"I came knowing I really wanted the win," Butler said. "I needed to prove to myself I could ride better than I did last week at the Buckhorn [where he finished sixth overall]."

Nearly 150 entrants took advantage of the good course conditions that still prevailed more than a week and a half after a day of rain. There were some trails along open ridges that produced dust, but it settled quickly. A few shaded areas with lingering mud puddles were a welcome sight to many.

The 87-ground-mile, two-loop course began at the Middle Creek campground and took riders up nearly 2,400 feet in elevation to the higher trails of the riding area.

HMC's course captain, Jerry "Buffalo" Lozier, laid out a route that sent riders in the reverse direction along some of the same trails that were used in 1998's event.

Winding single-track, steep hills, creek crossings, wooded sections and fire roads led riders over the first 38 ground miles of the course.

The first four checks were placed in strategic locations, and with speed averages set mostly at 18 mph, the first loop was a true test of the timekeeping skills of the riders.

San Luis Motor Sports/Faultline Suspension/Red Line Oil/FMF-sponsored Butler, along with the majority of the top riders, went into the gas stop with a perfect score of zero. A few others weren't as proficient with their timekeeping and were caught off guard, which resulted in a few burned checks.

Last year's event winner, Tim J. Stowe, had a burned-check score of two at the gas stop.

"I just didn't have my head together," Stowe said, "and I got caught not looking down when I should have. What else can I say?"

After the gas, riders were ready to tackle the 49 ground miles of the second loop. Check five, which was a couple of miles after the gas, was the check-in to a long special test.

Nearly 17 miles of tight trails, woods, jersey-shredding brush and short roads later, riders were at the check-out at check six. The test was nearly identical to last year's, but it was also run in the reverse direction.

Butler dropped the only points he lost all day in the test and logged out with a score of 4.250 - second fastest of the day and almost a duplicate of last year's 4.246.

"The test was great!" Butler said. "It's one of my favorites that I look forward to all year."

Suzuki's Bennett Ltd./Moose/Sprocket Specialist-backed Stowe, who clocked the fastest time last year with 4.222, was again the fastest this year, and he astonished everyone with a test score of 3.180.

"There were a lot of guys making fun of me at gas for burning an early check," Stowe said, "so I knew it was time to ride 'balls to the wall' in the test to make up some time. I even surprised myself when I scored the three at exactly 30 seconds into my minute."

G&B Kawasaki's Damien Galford, who burned the same check as Stowe, was the third fastest in the test with 4.268. The other riders all dropped fives or more, including Cycle Gear/Woodland Cycle-supported Glenn Martinson, who carded the fourth-best time of 5.271.

"There was a fair amount of really tight stuff and some tough off-camber sections in the test," Martinson said. "I tried to get myself pumped up to make a charge while still riding consistent."

The route back to camp after the challenging test, again with speed averages mostly at 18 mph, seemed mild to a lot of the riders. Some, including Butler, were seen falling back about 50 or 55 seconds into their minutes and then railing to get back on time.

"It was obvious the course speeds had been planned for the same dusty conditions we've suffered all fall," Butler said.

Two checks later, the riders were at the finish. HMC and D-36's enduro steward, Alan Plumbridge, utilized a new computer scoring system for enduros that was developed by district member Scott McLelland, and they were able to produce same-day results for the riders.

Butler's score of 4.250 held for first. Stowe settled for second with his 5.180, and Martinson's 5.271 placed him third.

Woodland Cycle's Marty Walden turned in the fourth-best score, a 5.278, and Wilson's of Fresno/Cycle Gear/Smith-sponsored Matt Wallace filled in the fifth overall position with 5.285.

"Conditions were pretty much perfect," Wallace said, "and the club did a good job with the course, considering the limited use of trails they have to work with." CN

Cowbell Enduro
Upper Lake, California
Results: November 6, 1999 (Round 9 of 10)

O/A: 1. Brian Butler (Kaw); 2. Tim J. Stowe (Suz); 3. Glenn Martinson (Yam); 4. Marty Walden (Yam); 5. Matt Wallace (Yam).

AA: 1. Brian Butler (Kaw); 2. Tim J. Stowe (Suz); 3. Dave Wood (CRE); 4. Craig Wesner (Kaw).

A 200: 1. Marty Walden (Yam); 2. Matt Wallace (Yam); 3. Steve Shoemaker (Yam); 4. Chad Grass (Hon); 5. Robert Wynn (KTM).

(Above left) Brian Butler waited on no one at the Cowbell Enduro, taking the overall victory.
(Center) At the penultimate round of District 36's Northern California Enduro Series, Tim J. Stowe came in second overall.
(Above) Glenn Martinson placed third overall, first A Four-Stroke rider, at the event in Upper Lake, California.

A 250: 1. Jason Howe (Husky); 2. Damien Galford (Kaw); 3. Greg Ruffoni (Kaw); 4. Ben Hatch (Hon); 5. Jeff Wilson (Kaw).

A OPEN: 1. Billy Russell (KTM); 2. Ty Spooner (KTM); 3. Dave Peel (KTM); 4. Michael Hayes (Hon).

A 4-STRK: 1. Glenn Martinson (Yam); 2. Russ Pereira (Yam); 3. John S. Poor (Hon); 4. Marty Smith (KTM).

A VET: 1. Jim Boardman (Hon); 2. Ben Gledhill (Kaw); 3. Marc DeMarco (KTM); 4. Troy Winslow (KTM); 5. Kevin Wiley (Yam).

A SR: 1. Kent Parker (Kaw); 2. Ross Liberty (Hon); 3. Terry Pederson (KTM); 4. Dennis Hiatt (Hon); 5. Tim L. Stowe (Suz).

A S/SR: 1. Jeff Carr (KTM); 2. Richard Adan (Hon); 3. Peter Pritchard (KTM); 4. Phillip Bishop (Hon); 5. Joseph Ferrante (Yam).

A GNTLMN: 1. Paul Winslow (KTM).

B O/A: 1. Michael Phair (Yam); 2. Scott McEnespy (KTM); 3. Karl Goetz (Kaw); 4. Troy McWilliams (Hon); 5. Charlie Plumbridge (Kaw).

B 200/250: 1. Scott McEnespy (KTM); 2. Charlie Plumbridge (Kaw); 3. Jerry Blinkenberg (Yam); 4. Matt Teegarden (KTM); 5. Mike Christenson (Suz).

B OPEN: 1. Michael Phair (Yam); 2. Troy McWilliams (Hon); 3. Tony Elmore (Hon); 4. Tim Simmons (KTM); 5. Robert Laird (Hon).

B VET: 1. Karl Goetz (Kaw); 2. Brody Borgono (KTM); 3. Gary Burton (KTM); 4. Curtis Dupuis (KTM); 5. Larry Weber (KTM).

B SR: 1. Joe Pelligrini (Yam); 2. Bob Thompson (Suz); 3. Jim Peacock (KTM); 4. Doug Hannan (Hon); 5. Russ Greenfield (Hon).

C O/A: 1. Colby Noble (Hon); 2. Joe Perry (Hon); 3. Matt Finnegan (Hon); 4. Daniel Ambler (Hon); 5. Gary Svec (Suz).

C 200/250: 1. Matt Finnegan (Hon); 2. Ben Lesniewski (Yam); 3. Brian Chase (Kaw); 4. Ron Hoyt (Kaw); 5. Luis Reyes (Kaw).

C OPEN: 1. Colby Noble (Hon); 2. Joe Perry (Hon); 3. Steve Van Waardenber (Yam).

C 4-STRK: 1. Daniel Ambler (Hon); 2. Richard Clarke (Yam); 3. Tom Baxter (Yam); 4. David Arndt (KTM); 5. Kevin Anderson (Hus).

C VET: 1. Cindi Magnussen (Yam); 2. Eric Elvin (Hon); 3. Kevin Walker (Kaw); 4. Lawrence Mays (Kaw); 5. Paul Zischka (Yam).

C SR: 1. Gary Svec (Suz); 2. Ben Ellis (Hon); 3. Neil Kimmel (Hon); 4. Dennis Potter (KTM); 5. Robert Jump (Hon).

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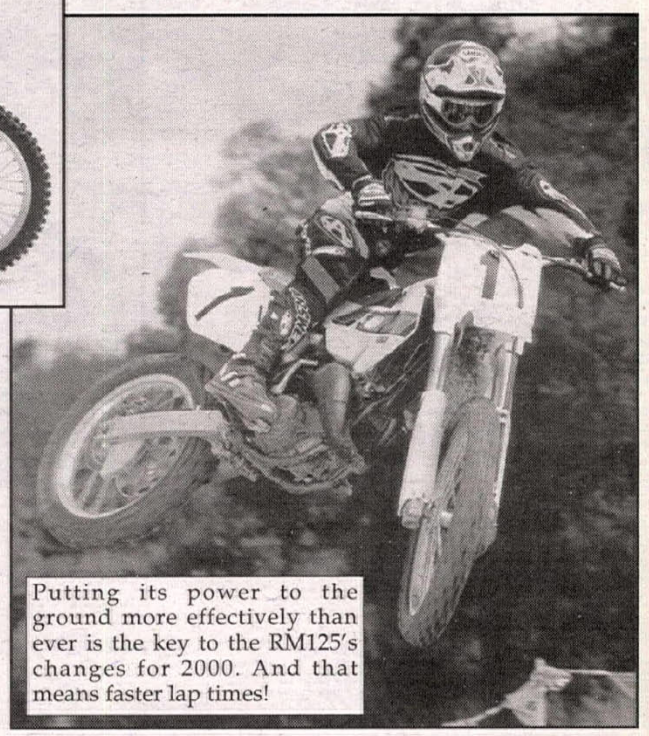

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Bad news for the competition. The new RM125 is modified inside and out to help you carve out faster lap times than ever.

The key to its increased performance is an assortment of changes designed not only to crank out more power, but also to put that power to the ground more controllably than ever. Modified port shape and timing, a new reed valve that uses reinforced carbon fiber, and greater crankshaft inertia are among the many changes that ensure more tractable power delivery. And check out the new exhaust pipe. It's a true factory replica, engineered for maximum high-rpm punch. While low-end power has always been excellent, this year the carburetor features a bypass-starter system to make low-speed throttle control even more precise. Your reward for all these changes comes when you get out on the track, where you'll find the new power characteristics let you step it up when everyone else starts to fade. With these changes, the new RM125 gives you the power to set the pace....holeshot to checkered flag!

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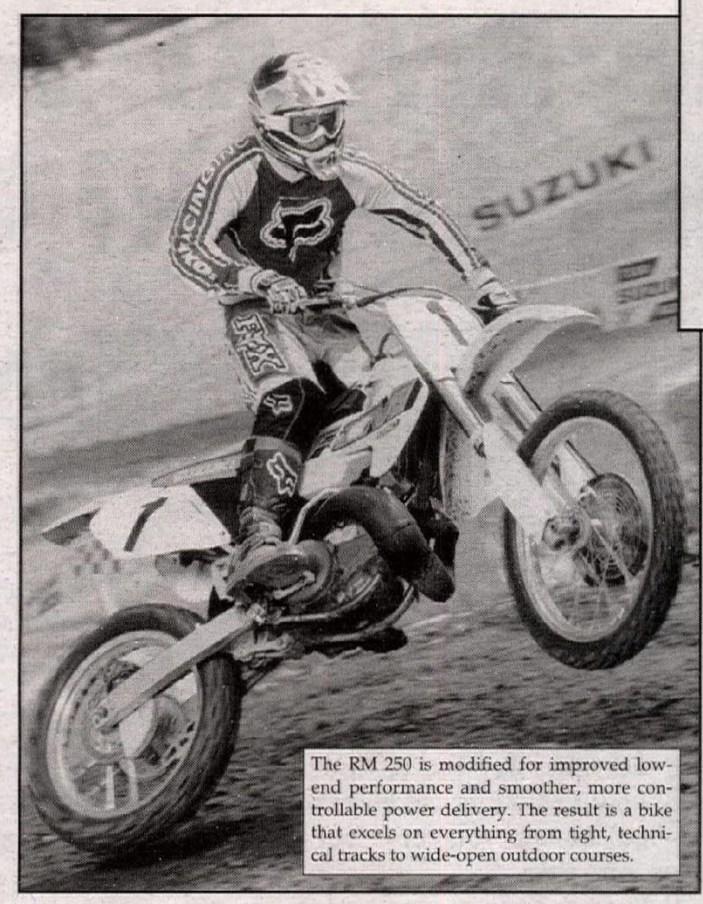
RM250



The RM 250 is modified for improved low-end performance and smoother, more controllable power delivery. The result is a bike that excels on everything from tight, technical tracks to wide-open outdoor courses.

This year, the RM250 is modified to give you a clear-cut advantage blasting out of corners. It has modified port shape and timing, and the exhaust-valve breather control has a new solenoid valve installed midway in the breather hose connected to the exhaust valve chamber. These changes give the engine better low-end power and instant throttle response. And that's not all. The crankshaft is modified for less inertia, and there's increased primary compression, which helps produce smoother and stronger acceleration throughout the powerband.

Last year the RM250 featured a new generation of inverted Twin Chamber forks, and they are a key part of the RM's phenomenal performance on all kinds of courses. They offer the smooth responsiveness of conventional forks combined with the superior strength and rigidity of inverted forks. For 2000, the forks have a modified spring rate and longer rebound stroke, a welcome refinement when you're accelarating hard and the front wheel is dancing lighty over the stutter bumps. The new RM250 for 2000. It gives you your best chance at leading from the first lap on - or passing your way into the lead when you have to!

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District 36 Northern California Enduro Series, Final Round

Stowe really rides WFO

(Above) Tim J. Stowe (6B) opened it wide and claimed the overall victory at the WFO Enduro, the 10th and final round of the Northern California Enduro Series, held in Fouts Springs.
(Right) Marty Walden (11) comes up the last trail to the final check on his way to second overall, first A 200 rider.

By Jill Ashworth Patterson

FOUTS SPRINGS, CA, NOV. 14

Suzuki's RM250-mounted Tim J. Stowe railed without deviation over one of the toughest courses of the season to claim the overall victory at the WFO Enduro, the final round of District 36's Northern California Enduro Series. The event was held at Fouts Springs and was hosted by the Valley Climbers Motorcycle Club.

"It was great to ride a course that was set up by someone who knew exactly what to throw at us," said Woodland Cycle's Sprocket Specialist/Motion Pro/FMF-sponsored Stowe.

The two-loop, 82.3-ground-mile course was laid out by one of the district's leading enduro riders, VCMC's Matt Wallace. The first loop went 44.1 ground miles to the gas stop, and loop two was another 38.2 ground miles to the finish.

From the start, a long climb up Potato Hill took riders to the first check, the check-in for the first test. Set at 26 mph, the 7 miles of winding, tight single-track was the first challenge of the race.

Brian Butler exited the test fastest, with a score of 1.36. Stowe's 1.42 was second, and Marty Walden was next with 1.46. The other riders all dropped two or more points.

On the way to check three, riders were confronted with some more tight and tough trails, set at 24 mph, and only three riders were able to zero the check: Stowe, Jason Howe and Greg Ruffoni.

The next surprise came at check four, which was placed right at a "possible." Several riders burned the check, including Moose/Alpinestars/Cycle Gear/Faultline Suspension-supported Butler.

"Some clubs don't penalize people for riding hot," Wallace said. "It [the check] was set at the most obvious location."

The test that ensued was another portion of the course that tested riders' skills. Stowe and Howe were the only two to drop just one more point at check five.

A quick comparison of scores at the gas stop showed Stowe, whose card tallied 2.74, well in the lead. Zoom Cycle's Ruffoni, who had 4.43, was in second, and Woodland Cycle/Tecate-sponsored Walden was third with 4.47.

Scores in the fives were showing on the cards of eight others, including Dave Wood, the 1997 and 1998 series champion, who had a 5.14. Butler, who rode the test section on a flat, dropped farther back with a score of 7.61.

After the gas, there was a reset, and then another well-placed check stunned racers again. About two-thirds of the event's entrants burned check six, which was at the crest of a long uphill, where riders were really on the gas.

"After we burned the check, 'Marco' [Marc DeMarco] and I pulled over and were moaning at ourselves for why we did it," Stowe said. "The clock was just ticking away when we realized we were late going into another test."

"By the time we were able to see the check," Wood said, "it was simply too late to keep from burning it."

Faultline Suspension/Motion Pro/Smith/Pro Grip-backed Russ Pereira was the only leading rider to zero the check and not log a burn all day.

Check seven was the end of another test, and Fox/E Line/Factory Connection-supported Wood and Butler were the only ones to zero it, only dropping a few tie-breaker seconds.

After an observation check, the last and toughest test of the day awaited. Riders had to draw on any reserve energy they could muster to get through the brutally tight, less-than-handlebar-wide tree section before check nine.

"The woods section was so intense and really tight - it was the best!" Pereira said. "So tight, I even had to get off and push my bike a couple of times."

"There was a bottleneck in the tight, dead forest," Walden said. "About eight bikes were lined up, and the riders were just looking at someone who was hung up on a log. No one was going anywhere."

Butler bulleted out of the test with an amazing score of just two points.

"I knew I really had to ride hard to make up for the flat and my two burns," Butler said. "It was the kind of section where we wished we had a gear lower than first."

Stowe emerged from the test with a three, and the others followed with fours and fives.

Check 10 and the finish line were just a few miles later, and riders shouted out various praises for the great course and event as the check crew marked their score cards.

Charles Koshiol, an A Super Senior who came all the way from Minnesota to ride a California event, pulled the biggest wheely as he crossed the finish.

"This was the greatest!" shouted Koshiol, who had the phrase "50 is not old" proudly emblazoned on his CamelBak.

After the scores were totaled, Stowe's 8.110 earned first place. Walden finished second with 11.204, and Wood's 11.212 was next for third. Butler's 11.261 gave him fourth, and Pereira landed fifth with 11.263.

"This was the fastest-paced, best trail selection combination and greatest conditions we could ask for," Stowe said. "What a way to end the season!" CN

WFO Enduro
Fouts Springs, California
Results: November 14, 1999
(Round 10 of 10)

O/A: 1. Tim J. Stowe (Suz); 2. Marty Walden (Yam); 3. Dave Wood (CRE); 4. Brian Butler (Kaw); 5. Russell Pereira (Yam).

AA: 1. Tim J. Stowe (Suz); 2. Dave Wood (CRE); 3. Brian Butler (Kaw).

A 200: 1. Marty Walden (Yam); 2. Steve Shoemaker (Yam); 3. David Booth (Yam); 4. Chad Grass (Hon); 5. Chris Young (Hon).

A 250: 1. Greg Ruffoni (Kaw); 2. Ben Hatch (Hon); 3. Jason Howe (Hus); 4. Jason Gerbi (Hon); 5. James Matheson (Hon).

A OPEN: 1. Billy Russell (KTM); 2. Brodie DeMartile (Hon); 3. Curt Kiser (KTM).

A 4-STRK: 1. Russell Pereira (Yam); 2. Glenn Martinson (Yam); 3. John S. Poor (Hon).

A VET: 1. Kevin Wiley (Yam); 2. Marc DeMarco (KTM); 3. Troy Winslow (KTM); 4. James Boardman (Hon); 5. Ben Gledhill (Kaw).

A SR: 1. Kent Parker (Kaw); 2. Jeff Naff (Kaw); 3. Ross Liberty (Hon); 4. John Poor Jr. (Hon); 5. Wayne Hatch (Kaw).

A S/SR: 1. Jeff Carr (KTM); 2. Phillip Bishop (Hon); 3. Richard Adan (Hon); 4. Peter Prichard (KTM); 5. Charles Koshiol (Kaw).

B O/A: 1. Scott McEnespy (KTM); 2. Michael Phair (Yam); 3. Charlie Plumbridge (Kaw); 4. Troy McWilliams (Hon); 5. Tony Elmore (Hon).

B 200: 1. Sean Prewett (KTM).

B 250: 1. Scott McEnespy (KTM); 2. Charlie Plumbridge (Kaw); 3. Tim Campbell (Suz); 4. Michael Christensen (Suz); 5. Jason Pettinato (Kaw).

B OPEN: 1. Tony Elmore (Hon); 2. Kevin Ruffoni (KTM); 3. Robert Laird (Hon); 4. Rich Bell (KTM); 5. Mike Vonasek (KTM).

B 4-STRK: 1. Michael Phair (Yam); 2. Troy McWilliams (Hon); 3. Roger Fletcher (Yam); 4. John Murphy (Hon).

B VET: 1. Gary Burton (KTM); 2. Brody Borgogno (KTM); 3. Tim Collins (Hon); 4. Curtis Dupois (KTM); 5. Ron Wigington (Hon).

B SR: 1. Bob Thompson (Suz); 2. Alan Plumbridge (Kaw); 3. Randy Patterson (Hon); 4. Joe Pellegrini (Yam); 5. Steve Nichols (Hon).

B S/SR: 1. Michael McEnespy (KTM); 2. Russ Greenfield (Hon); 3. Bud Page (Hon); 4. Bill Jones (KTM); 5. Jamie Williams (Kaw).

C O/A: 1. Matt Finnegan (Hon); 2. Neil Kimmel (Hon); 3. Pete Eby (Kaw); 4. Ross R. Ross (Hon); 5. Leo Steinly (KTM).

C 200: 1. Ronald Hoyt (Kaw).

C 250: 1. Matt Finnegan (Hon); 2. Steve Clover (Hon); 3. Ben Lesniewski (Yam); 4. Steve Tourdo (Yam); 5. Luis Reyes (Kaw).

C OPEN: 1. Steve Van Waardenberg (Hon); 2. Don Chamblee (Hon).

C 4-STRK: 1. Richard Clarke (Yam).

C VET: 1. Lawrence Mays (Kaw); 2. Nathan Artlip (Suz); 3. Kevin Yost (Kaw); 4. Eric Elvin (Hon); 5. Edward Nava (Hon).

C SR: 1. Neil Kimmel (Hon); 2. Pete Eby (Kaw); 3. Leo Steinle (KTM); 4. Mike Jonopulos (Hus); 5. Ray Marshall (Hus).

C S/SR: 1. Robert Olsen (Hon); 2. Tim McCabe (Hus); 3. David E. Goddard (Hon); 4. Bruce Saxton (Yam).

CL-E: 1. Joe Butler (Hon); 2. Michael Hanlon (KTM); 3. Clay Dawley (Hon); 4. Scott Steele (Hon); 5. Jason Kabalin (Yam).

Texas State Championship Series
Thanksgiving Fest
Swan Cycle Park

Smith in the gravy

By Kat Spann

TYLER, TX, NOV. 7

After ending a very successful five-round Texas State Championship Series, the 1999 racing season came to a close at Swan Cycle Park with the 11th annual Thanksgiving Fest. Riders on hand enjoyed a full day of practice on Saturday and were treated to a bevy of Texas barbecue and all the trimmings late that afternoon. On Sunday, almost 200 entered riders were treated to a picture-perfect day of racing that also included Vintage events.

Honda Town/LCS-backed Billy Smith claimed the Ironman Award for the day, having competed and won his Vintage race, only to immediately return to the gate for the Over 35 event, and winning that as well. If that wasn't enough, eight motos later, Smith lined up for the Over 40 event, taking the win in that class as well. When all was said and done, Smith went six for six on the day for three overall victories.

Bobby Meche grabbed the lead in the first Over 35 moto and looked likely to be the first rider in a long time to challenge Billy Smith, but on the final lap, Smith, who had gated third off the start, came up on Meche, passed him and took the win, with Meche the runner-up. Brock Foster raced in second through the first lap but fell back to fourth when both Smith and Ron Wipf got around him on lap two. Foster fell on the third lap but managed to still finish the race - in last place.

Meche once again took the lead in moto two, with Smith at Meche's rear wheel off the start. Smith passed Meche on lap three for the lead, but Meche handily held his second-place position to the finish.

Young 60cc (10-11) racer Josh Eure captured the holeshot off the combined 60cc (7-9) and (10-11) gate. Tennessee's Brandon Miller was runner-up off the start but took over the lead on lap two, holding it to the finish. Richard White returned to the field after a three-month hiatus to recuperate from an injury he sustained at Ponca City at the end of July, and he raced in good form in third, followed by Franklin Edmund and Benjamin Page. Taylor Neubauer led the younger 60cc (6-9) charge from start to finish, followed by Austin Rogers, Kevin McMullan and Lauren Powell.

The second-moto start was a repeat of the first, with Eure taking the lead and Miller in the hunt. This time, however, Miller found his way past Eure on the first lap and cruised in for the win. Page gated third off the start and held his position against White in fourth place, while Edmund was fifth. Neubauer had a banner day, repeating his first-moto performance by taking the lead, the win and the overall for the 60cc (7-9) group.

Ron Reese and Terry Dike battled not only in the Over 25 Novice but in the Over 30 Novice motos as well. Reese won the first motos of each class, but his second motos were less than perfect, even though his overall performance was the best of the lot.

(Above left) In Tyler, Texas, Billy Smith won all six of his motos at Swan Cycle Park's final event of the year.
(Above right) Allen Gravitt stayed on track and took the overall victory at the Capital City Enduro, round five of the SETRA Enduro Series, near Tallahassee, Florida.

In Over 25 Novice action, Reese took the win in the first moto, chased by Dike, Junior Pirkle and David Hickman. In the second moto, Pirkle took the win, with Reese second and Dike third. Reese's 1-2 was good enough for the overall, as Dike fell short by one point to finish third overall behind Pirkle's second-place performance.

In the Over 30 Novice contest, Dike led the charge into the second lap before Reese passed him for the lead, with Dwayne Tinchner in tow. Dike held on to third at the finish, followed by Kevin Gee and Brent Heichelheim. Dike again led in the second moto, this time all the way to the checkered flag. Reese gated third, behind Tinchner, but he passed into the number-two spot by the end of lap three to finish second. Reese's 1-2 was again good enough for the overall win, while Dike had to settle for second by way of a 3-1 score.

Ron's son Daniel Reese won both the 50cc Open and 50cc (7-8) events. In 50cc Open action, Daniel pulled the holeshot and took it all the way in for the win, followed by Caleb Dowell. Earlier in the program, Dowell had won the 50cc (4-6) event, keeping his win streak going; he won every round of the Texas State Championship Series. Collin Gee held down third, followed by Nicholas Fisher, Cole Messick and Talon Hart.

In the second moto, Dowell absconded with the holeshot and Fisher was second, but by the time they came around to end the first lap, Reese was out front. Dowell held the number-two position to the finish, followed by Fisher, Messick, Hart and Gee.

The 125cc Pros and Intermediates were combined, with returning Pro rider Ryan Wallace, on the injured reserve list since Loretta Lynn's, showing top form. Mark Thompson took charge of the first moto, chased by Wallace, Kevin Cagle and Beau Boynton. For moto two, Boynton led from wire to wire, with Wallace second. Thompson finished third. Cagle rounded out the Pro class, but Ryan Wallace claimed the overall honors with a 2-2 to Thompson's 1-3.

Jesse Moore made his big-bike debut as well as a return to racing after being off several months due to an injury. Jesse left his minibike career behind and won both the 125cc Intermediate and 125cc Open events with a four-moto sweep.

Cody Chatagnier led the first lap of the 80cc Open contest before Kyle Coffman passed for the lead. Brandon Miller charged after the leaders in third, taking second place and finishing out the race in that spot. Chatagnier held on to third, while Ryan Montgomery and Casey Cooper rounded out the top five of the 14-rider gate.

In the second moto, Coffman led the first two laps before he met up with the terra firma, taking a DNF. Miller filled the void to take the win and the overall, followed by Chatagnier, Montgomery and Cooper. CN

Swan Cycle Park
Tyler, Texas
Results: November 7, 1999

50 (4-6): 1. Caleb Dowell (Cob).
50 OPEN: 1. Daniel Reese (Cob); 2. Caleb Dowell (Cob); 3. Nicholas Fisher (Cob); 4. Cole Messick (Cob); 5. Collin Gee (KTM).
50 (7-8): 1. Daniel Reese (Cob); 2. Collin Gee (KTM); 3. Nicholas Fisher (Cob); 4. Cole Messick (Cob); 5. Talon Hart (KTM).
60 (7-9): 1. Taylor Neubauer (KTM); 2. Austin Rogers (Kaw); 3. Lauren Powell (KTM); 4. Kevin McMullan (Kaw).
60 (10-11): 1. Brandon Miller (KTM); 2. Josh Eure (Kaw); 3. Richard White (Kaw); 4. Benjamin Page (Kaw); 5. Franklin Edmond (Kaw).
60 OPEN: 1. Josh Eure (Kaw); 2. Richard White (Kaw); 3. Benjamin Page (Kaw); 4. Taylor Neubauer (KTM); 5. Austin Rogers (Kaw).
80 (7-16) BEG: 1. Cory Dahms (Kaw); 2. Tully Isbell; 3. Steven Kelly (Yam); 4. Tyler Ebersold (Kaw); 5. Rusty Skinner (Suz).
80 (7-11): 1. Brandon Miller (Yam); 2. Ron Reese III (Kaw); 3. Josh Eure (Kaw); 4. Richard White (Kaw); 5. Franklin Edmond (Kaw).
80 (12-13): 1. Ryan Montgomery (Hon); 2. Cody Chatagnier (Yam); 3. Trent Bedwell (Suz); 4. Clint Gee (Kaw); 5. Casey Cooper (Kaw).
80 (14-16): 1. Alex McIlveen (Kaw).
80 (7-16) OPEN: 1. Brandon Miller (Yam); 2. Cody Chatagnier (Yam); 3. Ryan Montgomery (Hon); 4. Casey Cooper (Kaw); 5. Ron Reese III (Kaw).
125 BEG: 1. Taylor Bernard (Suz); 2. Jeremy Conner (Yam); 3. Trevor Bernard (Kaw); 4. Travis Barnhart (Yam); 5. Wesley Turner (Hon).
125 NOV: 1. Casey Dowell (Yam); 2. Michael Byrd (Yam); 3. Lance Ford (Suz); 4. Bill Walden (Yam); 5. Clay Butter (Hon).
125 INT: 1. Jesse Moore (Yam); 2. Ryan Bonhard (Hon); 3. Cameron Armstrong (Suz).
125 OPEN AM: 1. Jesse Moore (Yam); 2. Ryan Bonhard (Hon); 3. Casey Dowell (Yam).
125 PRO: 1. Ryan Wallace (Kaw); 2. Mark Thompson (Yam); 3. Beau Boynton (Yam); 4. Kevin Cagle (Yam).
250/650 BEG: 1. Joe Laurens (Kaw); 2. Bill Wright (Yam); 3. Greg Dahms (Kaw); 4. Jerry Hedricks (Yam); 5. James Cook (KTM).
250/650 NOV: 1. Justin Bernard (Hon); 2. Greg Lawrason (Yam); 3. Mike Phillips (Yam); 4. Clay Heichelheim (Suz); 5. Tracy Atkinson (Suz).
250/650 INT: 1. Rich Northen (Suz); 2. Eric Reed (KTM); 3. David Berry (Yam).
250/650 OPEN AM: 1. Cody Sanders (Hon); 2. Brad Smith (KTM); 3. Justin Bernard (Hon); 4. Eric Reed (Yam); 5. Cord Lee (Yam).
250/650 PRO: 1. Ryan Wallace (Kaw); 2. Kevin Cagle (Yam).
350/650 OPEN AM: 1. Randy Earley (Yam); 2. Brad Smith (KTM); 3. Cameron Armstrong (Yam); 4. Terry Dike (Kaw); 5. Brent Heichelheim (Yam).
25+ NOV: 1. Ron Reese (Hon); 2. Junior Pirkle (Hon); 3. Terry Dike (Kaw); 4. David Hickman (Hon); 5. Greg Lawrason (Yam).
25+ INT: 1. Jody North (KTM); 2. Cord Lee (Yam); 3. Randy Earley (Kaw); 4. Charlie Pausima (KTM); 5. Casey Ford (Suz).
30+ NOV: 1. Ron Reese (Hon); 2. Terry Dike (Kaw); 3. Dwayne Tinchner (Yam); 4. Kevin Gee (Yam); 5. Brent Heichelheim (Yam).
30+ INT: 1. John Smith (Hon); 2. Bobby Meche (Yam); 3. Ron Wipf (Kaw); 4. Mike Holland (Yam).
30+ EX: 1. Joey Hardin (Kaw); 2. Clinton Hearn (Yam).
35+: 1. Billy Smith (Hon); 2. Bobby Meche (Yam); 3. Joey Hardin (Kaw); 4. Ron Wipf (Kaw); 5. Keith Anzalone (Kaw).
40+: 1. Billy Smith (Hon); 2. Pete Watson (KTM); 3. Mike Tilotta (Hon); 4. Sean Knaack (Kaw); 5. Dan Chapman (KTM).

SETRA Enduro Series
Round 5: Capital City Enduro

Gravitt grabs it

By Kenneth King

TALLAHASSEE, FL, OCT. 24

Sixty miles of tough, tight, sandy trail at the Capital City Enduro in Tallahassee, Florida, was just what KTM's Allen Gravitt was looking for. Gravitt put together four good sections to claim the overall with the low score of four. It wasn't without a battle, however. For most of the race, he went neck and neck with Team Green's Tommy Veator - until the last section. Veator got lost, which put an end to his chances of winning, though he would still take the number-two spot with a six. Veator was followed closely by KTM-mounted Doug Masencup, whose score of seven earned him third.

This was the 28th running of the Capital City Enduro. The Tallahassee Trail Riders host the enduro, which is co-sanctioned by the Florida Trail Riders. This year's race consisted of four timed sections for a total of almost 60 miles. The weather was nice, but a bit dusty.

The first section to greet riders came right at the start, with no warmup. It was a tight trail, perhaps the tightest of the race - 13 miles long and full of switchbacks, handlebar-width trees and plenty of whoops. The sand was of the deep, loose, power-robbing variety; keeping one's speed up in the stuff was a must. Gravitt, Veator and Masencup had no trouble in that area. Veator posted the fast time, staying on his minute for a zero - the only rider to do so. Gravitt was close behind with a one-

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point loss. Masencup dropped two. Several miles of road followed, taking riders to the next timed section.

A restart at mile 27.20 led into section two - 9 miles of the tight stuff. This time, riders got a chance to ride on some of Florida's famous palmettos, which is kind of like riding through a field of bowling balls. This time, Gravitt posted the fast time, dropping three. Veator and Masencup each posted a four-point loss. Section three, an 18-mph section, proved to be off on mileage and had to be thrown out. This helped many riders, including Veator, who burned the check by several minutes.

The gas stop came at 58 miles.

Ten miles of free territory led to the final and longest section of the day, a tough 17-miler that would be the deciding factor in the tight battle between Gravitt and Veator, both with a score of four at this point. Masencup had a six going into the final section.

Some controversy surrounded this section as well. It seems the trail nearly doubled back on itself in several places. A missed turn here or there had riders scrambling through the woods, looking for arrows. Riders visible through the foliage caused those who were lost to head toward them to catch the trail. Depending on where this happened, riders either gained several miles of trail unknowingly or wound up riding parts of the trail again. The trail was fast enough that, whether they got lost or not, some faster riders were able to zero the section. Once again, Gravitt was the man, staying on his minute through the check-out for a zero and a total of four. Veator had trouble finding the arrows and possibly rode some parts of the trail twice. He dropped two points. Masencup was on the gas hard for a one-point loss.

The last check of the day was a known control that also created a bit of a buzz. It seems that an inexperienced checker or two at the checkpoint assumed that since the check was known, you could go through as early as you wanted; the rules state that riders may only go through up to 15 minutes early. Several riders claimed that the checker (or checkers) told them to come on through no matter how early they were, because it wouldn't count against them anyway. Well, it did. There were numerous DQs. Protests were filed, but the check was kept in; the riders should have known better.

All in all, it was a good race, in spite of the problems, and this win should put Gravitt in the front for the championship. **CN**

Capital City Enduro
Tallahassee, Florida
Results: October 24, 1999 (Round 5)

O/A: Allen Gravitt.
AA: 1. Tommy Veator; 2. Doug Masencup.
OPEN A: 1. Mitch McRee; 2. Joey Rowland; 3. David Kuka.
250 A: 1. Don Baxley; 2. Russell Epley; 3. Ryan Crist.
200 A: 1. Travis Hayes; 2. Scott Mount; 3. Sonny Morabito.
4-STRK A: 1. Jeff Harris; 2. Geoffe Poole; 3. Kevin Knight.
OPEN B: 1. Forrest Hardeman; 2. Ted Lentz; 3. Ladd Sanders.
250 B: 1. Trey Welborn; 2. Steward Baylor; 3. Ivan Hayes.
200 B: 1. Michael Cox; 2. Sean Wallace; 3. Steve Lewis.
125 B: 1. Jenni Lamb.
4-STRK B: 1. Phillip Sims; 2. Peter Magee; 3. Jimmy Vinson.
OPEN C: 1. David Harbin; 2. Paul Girard; 3. Scott Presnell.
250 C: 1. Brian Poggie; 2. Donnie Thompson; 3. Tony Newman.
200 C: 1. Luke Durham; 2. Greg Darnell; 3. Mike Fraser.
125 C: 1. Deborah Broderick; 2. Terry Drew; 3. Perry Knotts.
4-STRK C: 1. Chris Johnson; 2. Curtis Correly; 3. Duane Wellington.
VET A: 1. Kim Watson; 2. Jonny Simpkins; 3. Maynard Patterson.
VET B: 1. Steve Kantarjian; 2. Mike McLead; 3. Jim Green.
VET C: 1. John Fisher; 2. Jess Conway; 3. Scott Lee.
SR A: 1. Stan Ghant; 2. Frank Shoenbeck; 3. Bob Osborne.
SR B: 1. Phil Doyle; 2. Greg Tindell; 3. Cameron Smith.
SR C: 1. Jamie Clontz; 2. Thomas McBride; 3. John West.
S/SR A: 1. Dave Kuka; 2. Mike Shank; 3. Mike Reynolds.
S/SR B: 1. Rick Shipner; 2. Stuart Bradow; 3. Terry Enyart.
S/SR C: 1. Gary Bishop; 2. William Durham; 3. John Day.
MSTR A: 1. John Kirby; 2. Lloyd Widener; 3. Johnny Thomas.
MSTR B: 1. Michael Thompson; 2. Ron Miller; 3. Gates Pelletier.
MSTR C: 1. Norbert Nall; 2. Kenny Hardee; 3. Jeff Taylor.
WMN: 1. Twilah Sewar; 2. Karen Nelson; 3. Elaine Nobles.
GLDN MSTR: 1. Richard Argabright; 2. Fred Hammond; 3. Richard Smith.
SPTSMN 0-200: 1. Jerry Knotts; 2. Dale Wilcox; 3. Kris Sewar.
SPTSMN OPEN: 1. Darren Fowler; 2. Brian Mathews; 3. Fred Kiefner.

California Racing Club Sponsorship Series
Round 3: Edwards Motocross

Mayberry buries 'em

By Greg Robertson

EDWARDS AFB, CA, NOV. 7

Jeff Mayberry traversed the ever-shifting sands of the Edwards Air Force Base motocross track slightly better than the other 20 250cc Beginner competitors to earn the win during round three of California Racing Club's 11th annual Sponsorship Series.

Grant Moore Jr. got a good launch off the cement starting pad to lead Aaron Bjork and Daniel Carabajal on the opening lap of moto one. Bjork dropped to ninth after plowing his front end into one of the many soft turns and going down. Moore's lead lasted a couple of laps before he also went down in one of Edward's big, sandy berms. Carabajal joined Moore on the ground in the same turn, which handed Mayberry the lead.

Mayberry managed to stay upright the entire distance for the win. Moore was quickly up and under way, hounding Robert Geottling for second place before falling again on the white-flag lap. Geottling ended up finishing in second, with Bjork fighting his way back toward the front and getting around the fallen Moore for third.

In round two, Geottling pulled the holeshot and ran out front for a lap and a half before he took a soil sample. Mayberry was once again handed the top spot. Bjork was the fastest rider on the track, getting around Mayberry on lap three and pulling away for the win. Mayberry's runner-up finish was all he needed for the overall honors over the 3-1 of Bjork. Moore was all by himself in third, with Geottling (2-7) and Carabajal (6-4) rounding out the top five.

The first 250cc Novice moto was an Ole Henden benefit, as he put his YZ250 into an immediate lead and was never contested. Josh Bagge came from way back to slip past Neil Chisholm with time running out to finish in second place.

Mike Embry absconded with the holeshot in the second moto, but after a lap it was Jason Allen out front, with Bagge and Henden all over his back fender. A lap later, Bagge was around Allen, and he walked away with the moto and overall win. Henden finished a safe distance ahead of Chisholm, who went 3-3.

There was no catching Brent Gilliam in the first 250cc Intermediate moto, as he went wire to wire for the win. Chris Honnold made Jon Zahrt work for his second-place finish. Josh Mason and Nick Mairose earned fourth and fifth, respectively.

Gilliam snagged another holeshot on his YZ250, ahead of Mairose and Mason. Zahrt was left at the first turn after going down. Gilliam bobbled and quickly found himself back in fourth, behind Mairose, Mason and Honnold. Mairose held off a determined Mason to take the second-moto win, but it was Zahrt's great come-from-behind effort that claimed the overall on a 2-3 tally. Gilliam's 1-4 edged out the 5-1 of Mairose for second. **CN**

Jeff Mayberry mastered the Edwards Air Force Base motocross track in California to become the 250cc Beginner winner at round three of the CRC's 11th annual Sponsorship Series.

Edwards Motocross
Edwards Air Force Base, California
Results: November 7, 1999 (Round 3)

P/W BEG: 1. Justin Schouler (Lem); 2. Kyle Prince (HM); 3. A.J. Horton (KTM); 4. Jamison Jordan; 5. Shawn Rhinehart (KTM).
P/W YAM BEG: 1. Denny Adams (Yam); 2. Nick Franco (Yam); 3. Andrew Delgado (Yam); 4. Brandon Larsen (Yam).
P/W ADV: 1. Dalton Castahaude (KTM); 2. Christopher Bracket (KTM); 3. Eric Kahler (KTM).
S/P/W (7-9): 1. Armando Aguilar (KTM); 2. Keith Robinson (Cob).
P/W 60: 1. Keith Robinson (Cob).
60 BEG: 1. Andy Delarge (Kaw); 2. Tyler Krasel (Kaw); 3. Tony Nataro (Kaw).
60 (4-8): 1. Jake Lacey (Kaw).
60 (9-11): 1. Trent Pugmire (Kaw); 2. Preston Lundin (KTM); 3. Taylor Lacey (Kaw); 4. Shawn Butler (Kaw); 5. Shana Rhinehart (Kaw).
80 BEG: 1. Steven Colson (Yam); 2. Ryan Peterson (Yam); 3. Adas Bakchis (Hon); 4. Matt Paulin; 5. Travis Foos (Kaw).
80 (7-11): 1. Kyle Jenkins (Kaw); 2. Timothy McDaniel (Yam); 3. Nick Sanchez (Suz); 4. Tanner Alexander (Yam); 5. Robert Memoli (Yam).
80 (12-13): 1. Randall Hall (Kaw); 2. Cory Redenius (Kaw); 3. Kyle Foltz (Kaw); 4. Sean Borkenhagen (Kaw); 5. Dave Carter (Kaw).
80 (14-16): 1. Robbie Gatan (Yam); 2. Garrett Warren (Kaw); 3. Jimmy Patrick (Yam).
S/MINI: 1. Garrett Warren (Kaw); 2. Robert Memoli (Yam); 3. Kyle Foltz (Kaw); 4. Randall Hall (Kaw); 5. Sean Borkenhagen (Kaw).
WMN: 1. Taylor Lacey (Kaw); 2. Heidi Henry (Yam); 3. Michelle Burch (Yam).
125 BEG: 1. Cory Krasel (Yam); 2. Darin Chisholm (Hon); 3. Jon Bender (Kaw); 4. Matthew Kelly (Hon); 5. Gary Hobson (Hon).
125 NOV: 1. Nick Cali (Yam); 2. Ole Henden (Yam); 3. Bo Williams (Yam); 4. Josh Bagge (Hon); 5. Jason Clark (Suz).
125 INT: 1. Chris Tocco (Yam); 2. Jeff Eide (Yam); 3. Kyle Locke (Yam); 4. Erik Meyer (Yam); 5. Todd Gosselaar (Hon).
125 PRO: 1. Brian Sweany (Suz); 2. Nick McBride (Yam).
250 BEG: 1. Jeff Mayberry (Hon); 2. Aaron Bjork (Yam); 3. Grant Moore Jr. (Hon); 4. Robert Goettling (Kaw); 5. Daniel Carabajal (KTM).
250 NOV: 1. Josh Bagge (Hon); 2. Ole Henden (Yam); 3. Neil Chisholm (Hon); 4. Jason Allen (Kaw); 5. Mike Embry (Suz).
250 INT: 1. Jon Zahrt (Suz); 2. Brent Gilliam (Yam); 3. Nick Mairose (Suz); 4. Josh Mason (Hon); 5. Chris Honnold (Yam).
250 PRO: 1. Bill Sauro (Hon); 2. Brian Sweany (Yam); 3. Norm Schiel (Hon).
JR VET BEG: 1. Kevin Barrett (Hon); 2. Joe Masek (Hon); 3. Brian Sullivan (Suz); 4. Rick Shavely (Hon); 5. Errin Landon (Hon).
JR VET NOV: 1. Rick Knox (Yam); 2. Gabi Abayou (Hon); 3. Eric Lathrop (Kaw); 4. Canon Squires (Yam); 5. Jeff Hall (Suz).
JR VET INT: 1. Robbie Dunham (Yam); 2. Vincent Baioni (Suz); 3. Shane Stanley (Kaw).
VET BEG: 1. Darren Lowry (Yam); 2. Cary McConnell (Kaw); 3. Rick McComb (Yam); 4. Dale Hooker (Yam); 5. Nick Dally (Suz).
VET NOV: 1. Kenard Lipscomb (Yam); 2. Rob Enriquez (Yam); 3. Rick Smith (Yam); 4. Michael Penta (Yam); 5. Ray Becker (Kaw).
VET INT: 1. Alan Delarge (Hon); 2. Mike Licitra (Suz); 3. Darren Staffer (Hon); 4. Vincent Baioni (Suz).
VET EX-PRO: 1. Tim Telford (Yam); 2. Jim Sendlebach (Yam); 3. Edwardo Flippo (Hon); 4. Norm Schiel (Hon); 5. Jon Zahrt (Suz).
SR NOV: 1. David Hagberg (Hon); 2. Andy Flum (Yam); 3. John Jacobson (Suz).
SR AM: 1. Cliff Warren (Hon); 2. Doug Moore (Yam); 3. Marc Prince (Yam); 4. Dennis Stubblefield (Suz); 5. Kenny Kopecky (Kaw).
SR EX: 1. Jim Sendlebach (Yam); 2. Edwardo Flippo (Hon); 3. Steve Williams (Hon); 4. Grant Moore Sr. (Hon); 5. Alan Delarge (Hon).

Barona Oaks Raceway

Wild, wild West

By Homer Eubanks

RAMONA, CA, OCT. 31

Race 19 of the 21-race series at Barona Oaks had plenty of motocross action, but Joshua West, Bobby Romero and Trevor Reis stood out from the pack with their repeat wins.

Joshua West put it all together in both the 125cc Intermediate and 125cc (16-29) classes. West had no problems in the Intermediate contest, as he won both motos. First West bested Richard Albach's effort. Then, in moto two, Geoff Walters challenged but couldn't match West's pace.

Albach caught West napping during the second lap of the first 125cc (16-25) moto and was able to take over the lead and hold it to the checkered. Albach again made himself a threat in the second moto by taking the holeshot, but West was able to take over on lap two and he headed quickly to the finish line.

Romero had a good day at Barona, taking both the wins in the 80cc Novice class. Larry Reese Jr. was able to pressure him throughout both motos but had to settle for second overall at the end of the day.

In the Supermini battle, Joey Navarro made all the right moves in moto one, forcing Romero to settle for second. In the next moto, Romero shot into turn one first and started his drive to the finish line. Navarro had the early second spot but lost his concentration on lap two, allowing Reese to take the spot. Navarro's 1-3 tally was good enough for second overall, and Reese finished third.

Jake Bissonette used consistency to take home the 80cc Beginner-class trophy. Bissonette followed Trent Lewis across the finish line in moto one and then placed third in the following moto. His 2-3 effort, though, earned him the overall. Lewis had troubles in the second moto and finished fourth, earning second on the day. Chase Takacs took sixth in moto one but got a third-place start in the following moto. Takacs slipped by Bissonette on the second lap and then moved past Michael Herrera later on the same lap. Once out front, Takacs headed to the finish line.

Reis proved unstoppable on track two. Then he came down to track one and mastered the Super Pee Wee event as well. Reis bested the effort of the other 12 riders in the Pee Wee Stock (7-8) class by winning both motos. In moto one, Reis had the company of Christopher Lounsbury throughout the race, but Lounsbury couldn't better the pace set by Reis and had to settle for second. In the second moto, Austin Ballard took the second spot, and Lounsbury found himself crossing over in fourth. Ballard managed to earn the second-overall trophy, while Lounsbury totaled up enough points for third.

(Above left) Ty Keenom got off to an early start on Halloween, treating himself to the 50cc (0-8) Open-class victory on the pee wee track at Oatfield Raceway in Turlock, California. (Above right) Vet Over 40 Novice Larry Fosset (7) and Vet Over 40 Intermediate Jeff Lysdale take to the air in the second combined moto at Carlsbad Raceway in California. Each rider won his respective class.

Results

INTRO TO MX: 1. Justin Palmbach (Kaw); 2. Kai Gavit (KTM); 3. Jacob Bliss (Yam); 4. Josh Bliss (Hon); 5. Alex Goforth (Hon).

P/W F/T: 1. Jake Schryver (KTM); 2. Connor Hart (KTM); 3. Kaleb Palmbach (KTM); 4. Carlos Don (Cob); 5. Jeremy Bliss (Yam).

P/W STK (0-6): 1. Steven Lounsbury (Cob); 2. Josh Fargo (KTM); 3. Garret Jackson (KTM); 4. Daniel Overton (KTM); 5. Fuller Reis (KTM).

PW MOD (0-6): 1. Garret Jackson (KTM); 2. Cassey Harries (KTM); 3. Josh Fargo (KTM).

P/W STK (7-8): 1. Trevor Reis (Cob); 2. Austin Ballard (Cob); 3. Christopher Lounsbury (Cob); 4. Dylan Schmoke (Cob); 5. Cameron Drown (Cob).

P/W MOD (7-8): 1. Nicholas Bayerle (Cob); 2. Kristopher Chambers (Cob).

JR CYCLE BEG (0-8): 1. Cameron Drown (KTM); 2. Ryan Mallon (KTM); 3. Wesley Montserat (Kaw).

S/P/W: 1. Trevor Reis (Cob); 2. Dylan Schmoke (Cob); 3. Austin Ballard (Cob); 4. Christopher Lounsbury (Cob); 5. Kristopher Chambers (Cob).

60 STK (7-11): 1. Cody Sievers (Kaw); 2. Trevor Reis (Kaw); 3. Brad Baquial (Kaw); 4. Cameron Corfman (Kaw); 5. Josh Bemis (KTM).

80 BEG: 1. Jake Bissonette (Hon); 2. Trent Lewis (Kaw); 3. Chase Takacs (Yam); 4. Joe Schryer (Yam); 5. Ryan Hughes (Yam).

80 NOV: 1. Bobby Romero (Yam); 2. Larry Reese Jr. (Kaw); 3. Anthony Charette (Yam); 4. Matthew Adams (Yam).

80 INT: 1. Joey Navarro (Kaw).

80 STK (7-11): 1. Brad Masters (Kaw); 2. Matthew Adams (Yam); 3. Jake Bissonette (Hon); 4. Nolan Shultz (Yam); 5. Michael Herrera (Kaw).

S/MINI: 1. Bobby Romero (Yam); 2. Joey Navarro (Kaw); 3. Larry Reese (Kaw); 4. Chris Sampson (Yam).

125 BEG: 1. Alexander Noble (Yam); 2. Tito Duenas (Yam); 3. Neal Degarmo (Yam); 4. Henry Thorp (Hon); 5. Robert Bolderback (Yam).

125 NOV: 1. Billy Arnone (Yam); 2. Chris Livingston (Yam); 3. Peter Leo (Yam); 4. James Marries (Yam); 5. Ryan McPhillips (Yam).

125 INT: 1. Joshua West (Yam); 2. Geoff Walters (Yam); 3. Richard Albach (Suz).

125 (12-15): 1. Travis Bemis (Yam); 2. Justin Hermann (Yam).

125 (16-29): 1. Joshua West (Yam); 2. Richard Albach (Suz).

125 OPEN: 1. Keil Mattsson (Hon); 2. John Willis III (Hon).

250 BEG: 1. Dylan Osmonson (Kaw); 2. Phillip Ingram (Kaw); 3. Dewayne Smith (Kaw); 4. Tim Kemp (Hon); 5. Jeremy Herrera (Yam).

250 NOV: 1. Mike Hopster (Yam); 2. Dayton Benegas (Yam); 3. Jayson Monroe (Yam); 4. Kevin Rocha (Yam); 5. Peter Alesi (Yam).

250 INT: 1. Keil Mattsson (Hon).

VET BEG: 1. Tim Kemp (Hon); 2. Scott Davis (Yam); 3. Troy Williams (Yam); 4. Steven Lewis (Suz); 5. Ron Nasel (Hon).

VET INT: 1. Jim Schmidutz (Kaw); 2. Dawson Leachman (Kaw); 3. John Willis III (Hon); 4. Daniel Smith (Hon).

Oatfield Raceway

No tricks, just treats for Keenom

By Jim and Valerie Enos

TURLOCK, CA, OCT. 31

Frontier Cycles/Camp Ogopogo/Scott-backed Ty Keenom treated himself to a Halloween victory in the Pee Wee (0-8) Open class at round one of the AMP/GFI Gold Cup Octoberfest MX Series, presented by Thor and Merced Powersports. After tearing it up on the Oatfield Raceway pee wee track, Keenom went on to score a second-place finish in the Pee Wee (7-8) Stock class on the main track. Just 6 years old, the young sensation has been a threat on the pee wee scene at both the local and national level, often seeking competition in the older age-group classes.

On the pee wee track, Keenom got a fourth-place start in the first (0-8) Open moto, while Christian Standers grabbed the holeshot. Keenom wasted no time and quickly made his way through the field, passing riders in other age-group classes and finally making his way up to challenge Standers.

Keenom had the lead by the end of the second lap and never looked back as he opened up a sizable lead on the field and eventually took the win. Following Keenom was Standers in second and KTM-mounted Crystal Layton in third.

The second moto was a carbon copy of the first, as Keenom left the competition behind and again took an uncontested victory. Layton put in a good ride, edging out Standers, and taking second overall on the day.

In the nine-rider field of Pee Wee 7- to 8-year-olds, Zak Fredrickson rocketed his Cobra to a 1-1 moto score, taking the victory over Matt Hazel.

Polini pilot Zachary Cyr took the victory in the Pee Wee (4-6) class, over HM-mounted Drew Thomas.

On the main track, Keenom ran into some tough competition in the Pee Wee (7-8) Stock class. Richard Rinauro, aboard a KTM, stuck to Keenom's rear fender the entire first moto. Keenom, the only Pee Wee doing one of the doubles, was able to hold him off for the victory, with Standers, Layton and Fredrickson rounding out the top five.

In the second moto, Rinauro stepped it up a notch and began to pull away from Keenom. Keenom, sensing he was losing ground, dug down deep and reeled Rinauro back in, eventually showing him a front wheel on a back turn. However, Rinauro held his ground and managed to hold off Keenom all the way to the checkered flag, taking the overall on the day.

Results

Pee Wee Track

50 F/T: 1. Kyle Kreunegel (KTM).

50 P/W JR: 1. Andrew Taylor (Yam).

50 (4-6) STK: 1. Zachary Cyr (Pol); 2. Drew Thomas (HM); 3. Landon Cohen (HM); 4. Colton Fredrickson (Suz).

50 (7-8) STK: 1. Zak Fredrickson (Cob); 2. Matt Hazel (Cob); 3. Grayson Swift (Cob); 4. Parker Smith (KTM); 5. Logan Cohen (HM).

50 (0-8) OPEN: 1. Ty Keenom (Cob); 2. Crystal Layton (KTM); 3. Christian Standers (Cob).

Main Track

50 (4-6) STK: 1. Zachary Cyr (Pol); 2. Landon Cohen (HM).

50 (7-8) STK: 1. Richard Rinauro (KTM); 2. Ty Keenom (Cob); 3. Christian Standers (Cob); 4. Crystal Layton (KTM); 5. Zak Fredrickson (Cob).

60 F/T: 1. James Vega (KTM).

60 BEG: 1. Matthew Kent (KTM); 2. Cary Kotowski (Kaw); 3. Jake Baraldi (Kaw); 4. Brandon Nicholson (KTM); 5. Richard Rinauro (Kaw).

60 NOV: 1. Luke Layton (KTM); 2. Brandon Reyna (Kaw); 3. Cody Jackson (Kaw); 4. Ruben Hernandez (Kaw).

60 INT: 1. Dustin Enochs (KTM); 2. Justin Enos (KTM); 3. Tyler Freeman (Kaw).

60 OPEN: 1. Dustin Enochs (KTM); 2. Matthew Spencer (Kaw); 3. Justin Enos (KTM); 4. Tyler Freeman (Kaw); 5. Luke Layton (KTM).

80 BEG: 1.Wesley Norris (Suz); 2. Kurtis Batey (Yam); 3. Ryan Powell (Kaw); 4. J.D. Moore (Hon); 5. Cary Tiede (Hon).

80 NOV: 1. Tyson Enzweiler (Yam); 2. Justin Woods (Yam); 3. Rory Radovich (Hon); 4. Travis Enzweiler (Yam); 5. Trevor Doniak (Suz).

80 INT: 1. Charlie Morrison (Yam); 2. Jack Van Camp (Yam); 3. Cory McDaniel (Yam); 4. Daniel Sani (Hon).

80 S/MINI: 1. Daniel Sani (Hon); 2. Charlie Morrison (Yam); 3. Jack Van Camp (Yam); 4. Rory Radovich (Hon); 5. Trevor Doniak (Suz).

125 BEG: 1. Casey White (Yam); 2. Derek Cheney (Kaw); 3. Nick Damato (Yam); 4. Matt Fernandes (Suz); 5. Abe Johnson (Yam).

125 NOV: 1. Adam Miller (Kaw); 2. Gary Ludlum (Hon); 3. Court Tiede (Hon); 4. Greg Center (Suz); 5. Michael Phillips (Hon).

125 INT: 1. Ryan Morais (Yam); 2. Steve Mertens (Yam); 3. Matt McCrummen (Yam); 4. Don Bainbridge (Yam); 5. Kirk Ridgely (Yam).

125 PRO: 1. Andy Bowyer (Yam); 2. Jesse Ketcham (Suz); 3. Craig Truglio (Kaw).

250 BEG: 1. Scott Pollin (Kaw); 2. Miguel Navarro (Kaw); 3. Chris Way (Kaw); 4. Randy Barnes (ATK); 5. Aaron Beaubier (Kaw).

250 NOV: 1. Craig Smith (Yam); 2. Greg Center (Suz); 3. Gar Gladders (Hon); 4. Robert Blake (Kaw).

250 INT: 1. Danny Barber (Kaw); 2. Phil Segundo (Yam); 3. Cory Morais (Yam); 4. Kevin Wise (Yam); 5. Chris Loredo (Yam).

250 PRO: 1. Jesse Ketcham (Suz); 2. Craig Truglio (Kaw).

500 INT: 1. John Moore (Yam).

25+ BEG: 1. Steve Verrinder (Yam); 2. Chris Becvar (Yam); 3. John Epperson (Suz).

25+ NOV: 1. Jimmy Robinson (Hon); 2. Joe Alford (Kaw); 3. Craig Ranells (Hon); 4. Scott Lindley (Yam).

25+ INT: 1. Kevin Wise (Yam); 2. Danny Barber (Kaw); 3. Mike Segundo (Yam); 4. John Moore (Kaw); 5. Phil Segundo (Yam).

30+ BEG: 1. Frank Frasula (Suz).

30+ NOV: 1. Troy Cross (Hon); 2. Scott Lindley (Yam); 3. Ross Robertson (Yam); 4. Kurt Smith (Suz).

30+ INT: 1. Mike Segundo (Yam); 2. John Moore (Kaw); 3. Steve Storie (Hon); 4. Skip Guinn (Kaw); 5. Jeff Becker (Kaw).

35+ NOV: 1. Chris Kephart (Kaw); 2. Troy Cross (Hon); 3. Ross Robertson (Yam); 4. Kurt Smith (Suz).

35+ INT: 1. John Moore (Yam); 2. Dave Brillant (Yam); 3. Steven Storie (Hon).

40+ NOV: 1. Chris Kephart (Kaw); 2. Mike Amaral (Yam); 3. Mark Mitzel (Hon); 4. Dale Mathers (KTM); 5. Rex Powell.

40+ INT: 1. Dave Sandino (Hon); 2. Mark Carr (Hus); 3. Dave Brillant (Yam); 4. Craig Ranells (Hon); 5. Scott Turner (Suz).

U/L: 1. Steve Mertens (Yam); 2. Matt McCrummen (Yam).

Judd's Raceway

Judd has his way at Judd's Raceway

By Zack McKinley

CASA GRANDE, AZ, NOV. 14

Round six of the Holiday Blowout Series - which is sponsored by Sunstate Equipment, RDO, Piper, Premier, Valley Kawasaki, Concrete Works, Spooners Automotive and Sullivan Builders - found the COP crew and racers at Judd's Raceway. The track, though unfinished, was good for the first attempt, but still a little ways away from race-ready.

At the start of the first combined Vet moto, Brock Judd (no relation to the race track) took the holeshot and the Pro win.

In the Vet Intermediate category, "Leaping" Lenny Suppes, who was on the injured list and riding for points only, ended up with the moto win. He thanked the other Intermediate riders, Richard McCullough, who placed second, and Ted Mink, who was third, for crashing and letting him have the points.

In the Vet Junior class, Robert Smith took the win and finished in front of all the Intermediate riders. Scott Thompson was second and "Battling" Bill Flagg was third. John Estrada took fourth, Jon McNew fifth, Dan Shepherd sixth, and Ken Carr, returning after a bad wreck four months ago, pulled off a seventh-place finish. After taking a few laps and realizing it wasn't his day, Eddie Worth finished eighth.

In moto two, Judd took the moto win and the overall for the Vet Pro class. The Vet Intermediate class found the big thumper of McCullough in first and first overall. Mink, riding a huge KTM 620, took second, and Suppes brought up the rear for a third in the moto but second overall.

The Vet Junior contest started out the same as in the first moto, with Smith taking the moto win and the overall, but Estrada took second and second overall. And wild man Carr, after his seventh-place finish in the first moto, took third in the second moto for fourth overall. Thompson finished fourth for third overall. Shepherd picked up a spot from moto one and clinched fifth overall. Jon McNew took sixth for the moto and seventh overall. Flagg had a bad moto but still managed to garner fifth overall.

In the Vet Beginner race, Jerry Smith took the overall, with Ray Wilson in second.

Results

B/BK OPEN: 1. James Straub (Hon); 2. Kyle Kinsman (Hon); 3. Tri Suppes (Yam); 4. Eric Havins (Yam).

BMBR A: 1. Ted Mink (Yam).

P/W BEG (4-6): 1. Justin Quinn (KTM); 2. Jackson Paquette (KTM); 3. Jacob Beechina (KTM); 4. Cody McElroy (Cob); 5. Corey Smith (Was).

P/W BEG (7-8): 1. Savannah Bruckhardt (KTM); 2. Myles Gastzulm (KTM); 3. William Taylor (Pol).

P/W JR: 1. Kyle Henry (KTM); 2. Bryan Christensen (KTM).

P/W OPEN: 1. Bryan Christensen (KTM); 2. Jacob Beechina (KTM).

60 JR: 1. Nathan Mahoney (KTM); 2. Cory Huddleston (Kaw); Ryan Jones (Kaw).

60 INT: 1. Andy Straight (KTM).

60 OPEN: 1. Nathan Mahoney (KTM); 2. Bobby Worth (KTM).

80 BEG: 1. John Mahoney (Yam); 2. Kyle Jones (Kaw); 3. Ben Amboy (Hon); 4. Chris Messick (Kaw); 5. Chad Wayland.

80 JR: 1. Clay Higgins (Kaw); 2. Kyle Strippleman (Hon); 3. Todd Miller (Hon); 4. Trenton Straub (Hon); 5. Kyle Raimonde (Kaw).

80 OPEN: 1. Clay Higgins (Kaw); 2. Ryan Robinson (Yam); 3. Trenton Straub (Hon); 4. John Mahoney (Yam); 5. John Kurtin (Yam).

125 BEG: 1. J.C. Kenneum (Kaw); 2. Luke Shetterly (Hon); 3. Jon Gordon (Yam); 4. Dustin Glossop (Hon); 5. Dan Wilson (Yam).

125 JR: 1. Bryan Ehrman (Kaw); 2. Cody Huddleston (Yam); 3. Kyle Kinsman (Hon); 4. Jon Schwartzman (Yam).

125 INT: 1. Mark Henderson (Yam); 2. James Straub (Hon).

250 BEG: 1. Dan Shepherd (KTM); 2. Shawn Huddleston; 3. Scott Hyatt.

250 JR: 1. Tom Leigh (Yam); 2. Joshua Reed (Yam); 3. Gordon Codiente (Yam).

250 INT: 1. Eric Havins (Yam); 2. Martin Rammleh (KTM).

BK PRO: 1. Jimmy Lamastus (KTM).

VET BEG: 1. Jerry Smith (Yam); 2. Ray Wilson (Hon).

VET JR: 1. Robert Smith (Hon); 2. John Estrada (Yam); 3. Scott Thompson (Hon); 4. Ken Carr (KTM); 5. Bill Flagg (Hon).

VET INT: 1. Richard McCullough (Yam); 2. Lenny Suppes (Hon); 3. Ted Mink (KTM).

VET PRO: 1. Brock Judd (Hon).

Carlsbad Raceway

Fosset runs to victory at CMXR

By Kirk Chandler

CARLSBAD, CA, OCT. 30

During the third round of the MotoPro-sponsored CMXR autumn series, Larry Fosset took the overall win in the Vet Over 40 Novice class, ahead of Karl Holmberg and Chris Daniel. The Carlsbad track was in great condition due to the help of J.E. Tupa Co. Grading, which did tractor work all week before the race, turning the track from a blue-groove braking-bump track into a relatively smooth, high-speed, loamy circuit.

The first-moto start went to Vet Over 40 Intermediate rider Jeff Lysdale, and he never looked back. The Vet Over 40 Novice riders were battling between themselves, with Daniel leading Dennis David, the leader in the Vet Over 50 Open division, and Fosset. The pack stayed in single file around the first lap, tentatively sorting out the order, but when the riders finished the second lap, the order had changed, with Fosset now pursuing Daniel for the lead. David was now holding off Holmberg and Dennis Melchior, who were battling for third in the Vet Over 40 Novice class. On the third lap, Fosset was all over Daniel, and he made his pass before the start of the fourth lap.

With only two laps remaining, Fosset looked up the track and saw Lysdale, cruising. Fosset put his head down and motored away from the pack, but he was unable to catch Lysdale for the overall moto win. Second in the Vet Over 40 Novice class went to Daniel. David was the winner of the Vet Over 50 Open class, crossing the line fourth, ahead of the battle between Holmberg and Melchior, which was won by Holmberg.

The second-moto holeshot went to Fosset, ahead of David and Holmberg. The first-moto overall victor, Lysdale, was running fifth on the track, but by the end of lap two he was in second and reeling in Fosset. Holmberg was also on the move, passing David and continuing his charge to second in the Vet Over 40 Novice class.

The battle was raging out front, with Fosset flying his YZ400 through the air off the infield tabletop with Lysdale in hot pursuit. With one lap to go, Lysdale made his move, going up the Carlsbad downhill, outpowering a YZ400 on his KX250. Fosset, however, did not need to beat Lysdale to win the overall in the Novice class, so he cruised to second place in the moto and won the Vet Over 40 Novice-class overall. Lysdale took the overall in the Vet Over 40 Intermediate class, and David took home the overall in the Vet Over 50 Open class.

Results

80 NOV: 1. Mathew Adams (Kaw); 2. Tiffany Holtman (Kaw).

125 BEG: 1. Sean Frasier (Yam); 2. Cheyne Johnston (Hon); 3. Jared Frasier (Suz).

250 BEG: 1. Matt Chapman (Suz); 2. Matt Johner (Kaw); 3. Derek Sandland (Yam).

125 NOV: 1. Zac Wray (Yam); 2. Eric Rizzo (Yam); 3. Giovanni Filippone (Yam).

250 NOV: 1. Eric Hawes (Kaw); 2. Jeff David (Kaw); 3. Brian Valdez (Kaw).

OPEN NOV: 1. Ed Gaitez (Yam); 2. Brian Valdez (Kaw); 3. Weippert Jones (Hon).

250 INT: 1. Kirk Chandler (Hon); 2. Glenn Cunningham (Hon); 3. Jeff David (Kaw).

VET 30+ BEG: 1. Mike Martin (Hon); 2. Craig Atchison (Suz); 3. Brian Moore (Yam).

VET 30+ NOV: 1. Dawson Leachman (Suz); 2. Warren Johnson (Kaw); 3. Brian Valdez (Kaw).

VET 30+ PRO: 1. Todd Mitchell (Suz); 2. James DeRidder (Yam); 3. Rob Wilshire (Yam).

VET 40+ NOV: 1. Larry Fosset (Yam); 2. Karl Holmberg (Hus); 3. Chris Daniel (Yam).

VET 40+ INT: 1. Jeff Lysdale (Kaw); 2. Brad Roysdon (Suz).

VET 40+ MSTR: 1. Rob Wilshire (Yam); 2. Allen Ortiz (Hon); 3. Paul Vogelsang (Yam).

VET 40+ EX: 1. Brian Otto (Kaw); 2. Toby Taki (Yam).

VET 50+ OPEN: 1. Dennis David (Yam); 2. R.D. Mackalaski (Hon); 3. Clive Cheffins (Kaw).

WMN: 1. Tiffany Holtman (Kaw); 2. Karen Arcaris (Kaw).

BMBR: 1. David Fisher (Suz).

JT INVTN'L: 1. Rudy Castaneda (Hon); 2. Bob Lloyd (Hon); 3. John Taylor (Yam).

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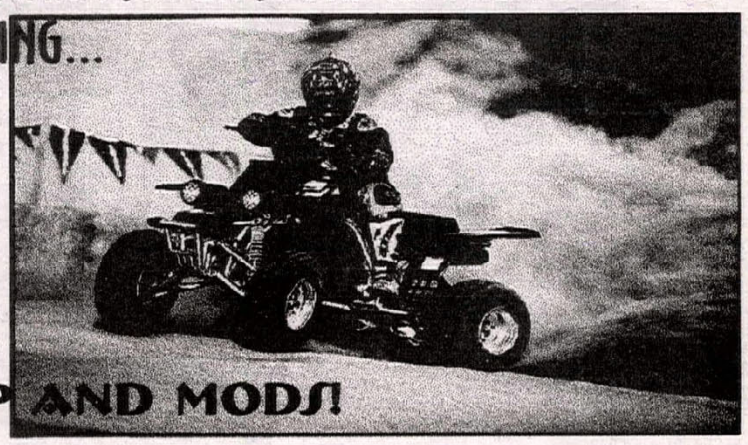

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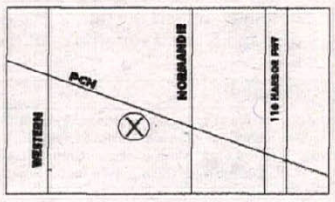

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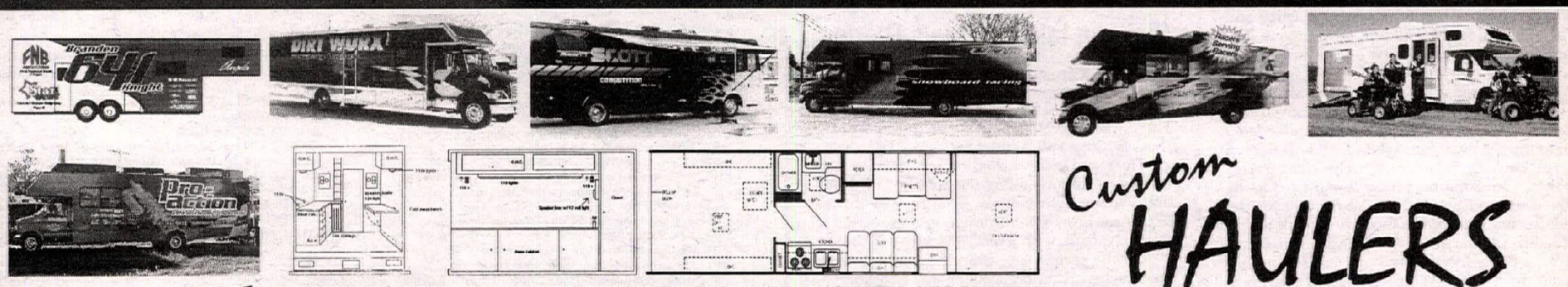

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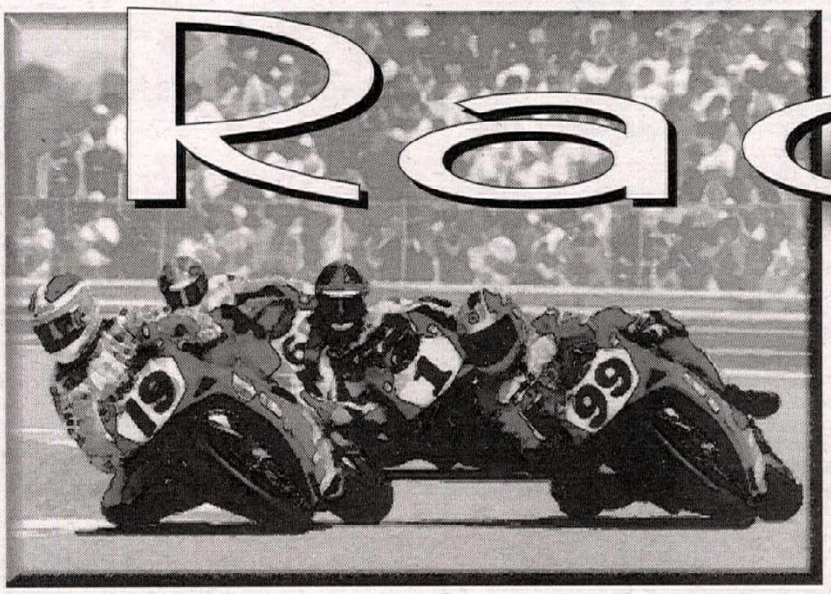

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(Left) Jeff Roehm rambled to the Over 30 Beginner victory at the SRA GP in Carlsbad, California. (Right) Chad Sharpe (3) and Brad Blackman (0) wage war in the 125cc D class at round four of the Daniels Ridge Fall/Winter Series in Taylorsville, North Carolina. Sharpe was runner-up to John Elliott, and Blackman placed fifth.

Carlsbad Raceway

Roehm buffaloes 'em at SRA GP

By Dave Dain

CARLSBAD, CA, OCT. 24
Jeff Roehm showed his versatility on the challenging Carlsbad Gran Prix course - which features a variety of terrain, including asphalt - to claim top honors in the Over 30 Beginner division at the Southland Racing Association's monthly GP.

CR-mounted Brad Jackson led the field into the sweeping left-hander to claim the holeshot. Brad Stewart controlled second, and Jon Wall, Roehm and Glenn Pillsbury rounded out the top five. Stewart quickly moved around Jackson for the lead. Jackson's stint in second was short, as Roehm picked up two positions to secure that spot, dropping Jackson to third. Pillsbury and Wall trailed in fourth and fifth, respectively. The top five remained the same as Stewart led the pack onto the motocross track.

Stewart entered the drag strip with Roehm hot on his heels. Pillsbury and Wall moved into third and fourth, dropping former leader Jackson to fifth. Stewart managed to hold off Roehm as the duo sprinted down the drag strip. Roehm's continuous pressure paid off as he moved around Stewart in the canyon for the lead. Roehm entered the motocross track with a five-second margin over Stewart. Pillsbury trailed a distant third. Wall and Jackson rounded out the top five. With Roehm and Stewart in control of first and second, respectively, the eventual outcome of the battle for third through fifth was uncertain. Wall was the first rider to strike, as he moved around Pillsbury for third. Pillsbury dropped to fourth, and Wayne Berteaux picked up the pace to secure fifth.

With the race nearing the 35-minute mark, Roehm enjoyed a large lead. Stewart and Wall were comfortable in second and third. Pillsbury entered the motocross track in fourth, five seconds ahead of Suzuki-mounted Andy Barth, who came from a midpack start to secure fifth.

Pillsbury's lead over Barth was reduced to a few bike lengths as the duo left the motocross track and headed for the drag strip. Barth cut to the inside of Pillsbury at the start of the drag strip and motored away for fourth, dropping Pillsbury to fifth.

Roehm took the checkers with a convincing win. Stewart brought his Yamaha home second. Wall took the final spot on the podium in third. Barth finished a well-deserved fourth, followed by Jackson, who worked his way back into fifth on the final lap.

Results

80 BEG: 1. Mitch Maxwell (Hon); 2. Bobby Tryon (Kaw); 3. Brad Hottel (Yam).
80 NOV: 1. Adam Benavides (Hon).
80 EX: 1. Ben Ramsaran (Yam).
XR100: 1. Dave Bauer (Hon); 2. Jesse Costa (Hon); 3. Matt Stountenburg; 4. Mike Bierman (Hon); 5. Dean Greenman (Hon).
125 BEG: 1. Josh Stewart (Yam); 2. Donovan Howard (Hon); 3. Frank Cimmarusti (Yam); 4. Jarrett Tryon (Yam); 5. Brad Goolsby (Yam).
125 NOV: 1. Danny Giannini (Yam).
125 EX: 1. Jason Jeffrey (Kaw).
250 BEG: 1. Mark Beckwith (Suz); 2. John Adams (Yam); 3. Owen Fitzsimon (Kaw); 4. John Rocket (Suz); 5. George Macias (Yam).
250 NOV: 1. Dustin Householder (Kaw).
OPEN BEG: 1. Steve Gardner (Yam); 2. Matt Brown (Hon); 3. Brett Willard (Yam).
OPEN NOV: 1. Jim Hardaker (Yam).
WMN BEG: 1. Shannon Dorsey (Hon).
30+ BEG: 1. Jeff Roehm (Yam); 2. Brad Stewart (Yam); 3. Jon Wall (Yam); 4. Andy Barth (Suz); 5. Brad Jackson (Hon).
30+ NOV: 1. David Bauer (Yam); 2. Tom Knapp (Hon); 3. Brad Millikan (Kaw); 4. Josh Meehan (Kaw); 5. Sean Pehr (Hon).
30+ AM: 1. Tracy Meeks (Yam); 2. Darrell Statham (Yam); 3. Mark Headley (Hon); 4. Victor Padilla (Kaw); 5. Greg Maiefski (Hon).
30+ EX: 1. Mike Baker (Yam); 2. David Donatoni (Hon); 3. Kevin Montgomery (Hon); 4. Jerry Black (Yam); 5. Mike Martin (Yam).
40+ BEG: 1. Mike Hartgraves (KTM); 2. Greg Clanton (Yam); 3. W.J. Bradbury (Yam); 4. Paul Crouch Jr. (Hon); 5. Bob LaRock (Yam).
40+ NOV: 1. Dan Willenborg (Yam); 2. D.G. Stephens (Hon); 3. P.J. Wright Jr. (Kaw); 4. Mike Felten (Kaw); 5. Jim Masters (Kaw).
40+ AM: 1. Tim Holm (Yam); 2. Brad Anderson (Kaw); 3. Richard Arnold (Yam); 4. Scott Wilson (Kaw); 5. Kris Goolsby (Yam).
40+ EX: 1. Craig Adams (TM); 2. Bob Maxwell (Hon); 3. Paul Vogelsang (Yam); 4. Steve Bartley (Kaw); 5. Brad Wootton (Hon).
50+ NOV: 1. Guy Biggs (Kaw).
50+ EX: 1. Dave Jacobus (Yam); 2. John Knight (Yam); 3. Larry Owens (Kaw); 4. Gary Cogdill (Hon); 5. Bruce Cornell (Kaw).
4-STRK BEG: 1. Tyson Clabaugh (Hon); 2. Dave Smith (Yam).
4-STRK NOV: 1. Greg Gillen (Hon); 2. Edward Deanes (Yam).
4-STRK EX: 1. Jamie Campbell (Hon); 2. Mike Seeley (Hon).
TEAM RACE: 1. Kevin Montgomery/David Donatoni; 2. Jason Jeffrey/Chris Ridgeway; 3. Chad Blough/Bob Maxwell; 4. Brad Stewart/Josh Stewart; 5. Paul Vogelsang/Dave Jacobus.

Daniels Ridge Supercross

Dickson takes Daniels Ridge

By Cindy Kendrick

TAYLORSVILLE, NC, NOV. 7
There was a great turnout for round four of the Daniels Ridge Fall/Winter Series.

The 80cc D race started off with Suzuki jockey Drew Dickson nailing the holeshot, with Jordan Brown right behind. Coming around the first turn, Brown went down, giving second to Daniel Nathan, with Jeremy Blackman in tow.

On the second lap, Brandon Maxwell overshot the berm and Brett Butler was right there to take over fifth. Dickson still had a sizable lead. Butler moved past Blackman and into third. Midpack, Brett Painther and Blackman crashed in the whoops.

On the last lap, Dickson was still setting the pace for the rest of the pack. Nathan was trying desperately to catch Dickson, and Butler still held third. Dickson took the first-moto win. Nathan took second and Butler held on to third.

In moto two, Dickson managed to get another holeshot, followed by Painther and Nathan. As Dickson continued to show the way, Nathan put the heat on Painther. Dickson got out of control in the whoop section but managed to hold on to the lead, though this gave Nathan and Painther a chance to catch up, and the three were now neck and neck. As they came around for another lap, Dickson again seemed to have trouble in the whoops. Painther took full advantage of the situation and passed Dickson, proudly taking the lead. Dickson, ever the fighter, snatched his lead back in the corner. Painther fought back and took Dickson in the next turn. Nathan also tried to take Dickson in the same turn but failed to make the pass.

Painther gave it his all to keep the lead, with Dickson and Nathan on his back fender, putting the pressure on. Unfortunately, Painther's chain gave way - letting Nathan and Dickson pass with ease. The battle remained tight between Dickson and Nathan all the way down to the last lap, when Nathan took the lead. Dickson stayed right on him. Moving up through the pack in a hurry after his starting crash, Brown was trying to catch Dickson before the end. Dickson made his move and retook the lead once more - though not for long, as Nathan took it back with vengeance. The battle went right to the finish line. Dickson dived in and took the victory. Nathan finished behind him, with Brown taking third.

Kawasaki-mounted Les Smith got a magnificent start in the first 60cc moto, taking the lead early and never looking back. Dustin Chandler and Jordan Daniels battled for second. Daniels pressured Chandler in the whoops but had no luck making the pass. Meanwhile, Smith was walking away with a huge lead and there was no stopping him. Chandler and Daniels were on the chase but couldn't get any closer to Smith, who won big, with Chandler behind him and Daniels finishing out the class.

In the second moto, Smith again got the holeshot and led the race to the end, with Chandler and Daniels rounding out the podium positions.

Results

50 SHAFT: 1. Cody Huffman (Yam); 2. Cody Logan (Yam); 3. Nash Huffman (Yam); 4. Austin McDonald (Yam).
50 (4-6): 1. Mack Dickson (Cob); 2. Gavin Paisley (Cob); 3. Kelli Pitsenbarger (KTM); 4. Brandon Rowell (Cob); 5. Jay Scott Storie (Hon).
50 (7-8): 1. Dustin Chandler (Cob); 2. Jordan Daniels (Cob); 3. Christian Rocker (Yam).
60: 1. Les Smith (Kaw); 2. Dustin Chandler (Kaw); 3. Jordan Daniels (Kaw).
JR MINI: 1. Les Smith (Kaw); 2. Derek Mitchell (Hon).
80 D: 1. Drew Dickson (Suz); 2. Daniel Nathan (Hon); 3. Jordan Brown (Kaw); 4. Brandon Maxwell (Yam); 5. Brett Butler (Hon).
SR MINI: 1. Matt Miller (Suz); 2. Richard Lafone (Yam); 3. Corey Rayner (Kaw); 4. Jamie Windsor (Yam); 5. Clyde Roberts (Kaw).
S/MINI: 1. Matt Miller (Suz); 2. Richard Lafone (Yam); 3. Josh Bolick (Suz); 4. Jamie Windsor (Yam).
SCHBY: 1. Willy Baker (Suz); 2. Jeremy Nelson (Suz); 3. Steven Helms (Yam) 4. Scott Norman (Kaw).
U/L: 1. Justin Zissel (Suz); 2. Matt Nelson (Suz).
125 A: 1. Michael Mitchell (Yam).
125 B: 1. Derrick Isenhour (Yam).
125 C: 1. Jason Konkle (Yam); 2. Nick Cline (Yam); 3. Willy Baker (Suz); 4. Matt Nelson (Suz); 5. Justin Zissel (Suz).
125 D: 1. John Elliot (Suz); 2. Chad Sharpe (Hon); 3. Steven Helms (Yam); 4. Daniel Nathan (Hon); 5. Brad Blackman (Kaw).
250 A: 1. Jay Taylor (Suz).
250 B: 1. Brooks Brown (Yam); 2. Scott Rodden (Kaw).
250 C: 1. Roger Curtis (Yam); 2. Shannon Logan (Yam).
250 D: 1. Kenneth Lackett (Hon); 2. John Burnette (Kaw); 3. Jeff Danton (Hon); 4. P.J. Rathbone (Kaw).
25+: 1. Mitch Libera (Yam); 2. Scott Rodden (Kaw).
30+: 1. Mitch Libera (Yam).
ENDR: 1. John Burnette (KTM); 2. James Keller (Yam); 3. James Tomlin (Kaw); 4. Mike Pennell (Hon).
NON-CUR: 1. Alan Norman (Suz); 2. Ralph Davis (Hon); 3. Stanley Matney (Hon); 4. Jason Whitley (Yam); 5. Dennis Simmons (Yam).
SR PRO: 1. Jay Taylor (Suz).

Argyll Cycle Park

Miller socks it to Argyll MX

By Mike Vancil

DIXON, CA, NOV. 7
Competing in the O'Neal Northern California MX Series at Argyll Cycle Park, Dustin Miller didn't initially appear to be very strong, but this was deceiving: Though he didn't get the holeshot in the first Pro moto, by midrace the Minden, Nevada, 125cc YZ rider was in top form.

In moto one, Carter Gurnee, on his 125cc RM, got the best start, with Miller in hot pursuit, closely followed by Kawasaki jockey Shawn Parks and Yamaha man Brian Foster, both on 250cc machines. Parks initially got by Miller but he could not hold off the 125cc Yamaha rider, who found quicker lines through the many high-banked switchback turns. Miller charged from third to second, relegating Parks to third and Foster to fourth. Within a minute of taking second, Miller miscued on a high-banked left, lost the front wheel and stepped off on the low side. He was up quickly but still lost several positions.

Late in the moto, Gurnee was the leader, followed by Foster, Parks and the lead Intermediate rider, KX125-mounted Matt Knesek. With two laps to go, Miller got back by Parks. Within half a lap, Knesek also got by Parks. The order remained unchanged to the checkers, and though the two 125cc riders were within 10 feet of each other, Gurnee held on for the win. Miller came home second. Foster bested Parks for third. Next came the first of the Intermediates, Knesek.

In moto two, Miller took the holeshot, leading Gurnee, Foster and Parks by the scoring station on lap one. Early in the moto, Foster was on Millers' tail, as Parks tried to challenge. Then Knesek moved up to third place overall.

When the checkers flew, the riders from Minden, Nevada, were first, second and third: Miller came home first, and by way of his 2-1 performance he was awarded first place overall. Behind Miller was Foster, followed by Knesek, who was first Intermediate. Gurnee experienced mechanical woes in moto two and he limped in for fourth place among the Professional riders.

In the first 125cc Beginner moto, young YZ rider Donny Stommel took the holeshot. In half a lap, Stommel stretched his lead to more than 100 yards over RM rider Ryan Cecil and KX pilot Gary Whitaker. Try as he might, Cecil could not close the gap on the leader. Whitaker faded and gave third to RM jockey Matt Fernandes. Cecil and Fernandes diced, swapping positions. At the checkers, it was Stommel by a wide margin. Fernandes was second, followed by Cecil and then YZ-mounted Heath Snyder.

In the controversial second moto, Stommel started as far back as 11th but stormed to the win. Whitaker took the holeshot, but by lap two Fernandes had taken the lead. Just 100 feet from the finish, Stommel passed Fernandes for the win. Fernandes had a spill, and Fetro beat him across the line. Jamry Dille chased Heath Snyder across the line for fourth and fifth overall, respectively.

Results

50 STK (0-6) BEG: 1. Brad Vincent (Hus); 2. Calvin LaCurelle (Pol); 3. Nick Whitley (Lem); 4. Gage Pontarelli (Hus).
50 STK (0-6) NOV: 1. Jared Ney (KTM); 2. C.J. Barham (Cob).
P/W (7-8) BEG: 1. Reno Ayers (Yam); 2. Cole Braz (Yam).
50 STK (7-8) BEG: 1. Joel Fittro (Hon); 2. Lonnie Owen (Lem); 3. Michael Mattedi (ATK); 4. Dylan Lane (KTM); 5. Justin Campo (Hon).
50 STK (7-8) NOV: 1. Dylan Ney (Lem); 2. Joshua McPherson (KTM).
60 (0-8) BEG: 1. Keith Knight (Kaw); 2. Dylan Ney (Kaw).
60 (9-11) BEG: 1. Mason Womack (Kaw); 2. Ryan Kirk (KTM); 3. Correy Solis (Kaw); 4. Cody Reynolds (Kaw); 5. Michael Valenzuela (Kaw).
60 (9-11) NOV: 1. Stenson Womack (Kaw); 2. Kramer Patterson (Kaw); 3. Joshua Fittco (Kaw).
60 (9-11) INT: 1. Daniel Levy (Kaw).
80 BEG: 1. Travis Williams (Kaw); 2. Bobby Kirk (Yam); 3. Brian Whitley (Yam); 4. Kramer Patterson (Kaw); 5. Eric Pearson (Kaw).
80 NOV: 1. Adam Kawalcztk (Suz); 2. Daniel Levy (Yam); 3. Chad Shimon (Hon).
80 INT: 1. A.J. Perez (Suz).
125 BEG: 1. Donny Stommel (Yam); 2. Brian Fetrow (Kaw); 3. Ryan Cecil (Suz); 4. Heath Snyder (Yam); 5. Jamry Dille (Suz).
125 NOV: 1. Cole Bridenbaker (Kaw); 2. Cassidy Stafford (Yam); 3. Michael Carnes (Yam).
125 INT: 1. Matt Knesek (Kaw); 2. James Kowalla (Kaw).
250 BEG: 1. Zack Hurst (Suz); 2. Justin Madison (Hon); 3. Todd Thompson (Yam); 4. Eric Natenstedt (Hon); 5. Chris Leebeck (Hon).
250 NOV: 1. Nick Bainbridge (Kaw); 2. Travis Browne (Kaw); 3. Mike Matthew (Hon); 4. Steve Slaney (Kaw); 5. Frank Chavez (Hon).
OTH (25-29) BEG: 1. Eric Natenstedt (Hon); 2. Ryan Hessong (Hon); 3. Josh Cox (Yam).
OTH (25-29) NOV: 1. Travis Browne (Kaw); 2. Brett Boone (Kaw).
VET BEG: 1. Anthony Pulera (Hon); 2. Dan Lawson (Yam); 3. Bruce Legg (Yam); 4. Jay Wedsten (Hon); 5. Douglas Sherman (Hon).
VET NOV: 1. Steven Arena (Yam); 2. Robert Schaffer (Yam); 3. Chris Keller (Yam); 4. Don Hodgson (Suz); 5. William McCune (Yam).
O/T BEG: 1. Paul McGourty (Yam).
O/T NOV: 1. Greg Douglas (Hon); 2. Ken Fittco (Yam).
O/T EX: 1. Steve Law (Kaw); 2. Randy Law (Suz).
PRO: 1. Dustin Miller (Yam); 2. Brian Foster (Yam); 3. Carter Gurnee (Suz); 4. Shawn Parks (Kaw).

International Speedway Banquet

Speedway honors its own

By Elaine Jones

ORANGE, CA, NOV. 7
International Speedway held its yearly awards banquet at Rafaello's, in Orange, to honor all of the riders who made the 1999 racing season successful. The first award of the evening was the "Hard Luck" award, which went to Scott Brant. Coming out of retirement, Brant was high in the point standings when he suffered a knee injury in Auburn. He has undergone an operation, and all are hoping that he will be able to compete again.

With 25 years as mentor, sponsor, friend and one heck of a good starter, it was easy to award "Most Inspirational" to Jerry King, who calls his job a "labor of love."

The "Most Improved" award went to a Support rider with the reputation of riding drag-leg. In speedway, that puts you on the ground more often than not. Rudy Lauer thanked all the veterans who gave him the helpful advice that turned his riding around this season.

Shawn "Mad" Dog" McConnell was an easy choice as "Best Showman" of the year.

The Sidecar division had their own "Best Showman" award. The popular team of Scott Cole and "Princess Leya" Cravens took that

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honor. The team has made numerous appearances promoting speedway.

Andy "The Enforcer" Northrup, who is always ready to help other riders, was named "Best Sportsman." Andy is nearing his 20th year as a speedway racer.

Bakersfield's Robbie Sauer put together some good rides that got him all the way to the National and earned him "Rookie of the Year."

Robin Oxley Mairs, who had the dubious honor of running the pits this season, came up with her own award, and it is called the "Don't Be A Dick Award." It was Robin's job to have to say, "No." Sometimes the riders took it well and sometimes they didn't. The first-ever winner of this award was "Gorgeous" Gary Hicks.

National winner and First Division points winner "Rad" Brad Oxley had a year that will be hard to beat. Oxley was the only one with a list of people to thank, as he wanted to make sure he didn't miss anyone. He claimed he would retire when his son Bryce beat him racing, and added that it was getting pretty hard to stay ahead of the 15-year-old. He also made his daughter, Miranda, promise to never date a motorcycle racer.

Winning the Support High Point was a repeat for Randy Skinner, who took up racing the Speedway Midgets this season against his wife, Pam.

The Oxley family deserves many thanks for all the work they did this season on behalf of speedway in Southern California, including Laurie Oxley Priest, Robin Oxley Mairs and Brad Oxley. Thanks also go to The Pit Crew, Gary Hicks Sr., Matt Monge, Joe Shue, Shirley Inman, Joe Burk, John Crieth, Jerie Miller, the InSiders Motorcycle Club, Sandy Hicks, Lori Yucknat, Dennis and Jeannie Fink, Bryan Galvin, Jerry King, Mike Basso, Bob Jones, Howie/Mr. Raz Video, and last but not least, the "Mouth That Roars," Larry Huffman.

Results

Final Point Standings

D-1: 1. Brad Oxley (1227); 2. Gary Hicks (1161); 3. Shawn McConnell (1001); 4. Bobby Schwartz (979); 5. Andy Northrup (890); 6. Charlie Venegas (794); 7. Scott Brant (527); 8. Eddy Castro (507); 9. Dukie Ermolenko (479); 10. Randy DiFrancesco (467).

SDCR NAT'L CHAMPS: Stuart Glass/Delon Stokes.

SDCR: 1. B. Matherson/D. Leeder (328); 2. B. Brayton/D. King (304); 3. J. Matherson/J. Eiland (268); 4. S. Morrow/C. Chapman (228); 5. A. Hall/D. Votaw (191).

SUP: 1. Randy Skinner (234); 2. Michael Mattocks (165); 3. Bentley Barrett (160); 4. Kevin Rubio (132); 5. David Lynch (126).

Hollister Hills Raceway

Enochs - dustin' the competition

By Jim & Valerie Enos

HOLLISTER, CA, NOV. 7

Dustin Enochs powered his DH Cycles-backed KTM 65SX to convincing wins in both the 60cc Intermediate and Open classes at round two of the AMP/GFI Gold Cup Octoberfest MX Series, presented by Thor and Merced Powersports. The scene was the majestic Hollister Hills Raceway, and more than 210 riders took to the AMP-prepped track. Although heavy gusts of wind prevailed most of the day, racing conditions were ideal.

In the 60cc Open class, Ryan Martin grabbed the holeshot in moto one ahead of Enochs, Matthew Spencer, Justin Enos and Tyler Freeman. Enochs quickly got by Martin to take the lead, with Spencer in tow. Enos also got by Martin and went after Spencer, but some nasty braking bumps at the bottom of the downhill sent Enos tumbling. Martin inherited third place while Spencer worked on trying to reel in Enochs. However, Enochs pretty much checked out on the field and eventually took the win. Freeman crossed the finish line in fourth, followed by Ruben Hernandez.

In moto two, Enochs once again ran away with the win, as no one could come close to challenging the speedy young rider. Enos, backed by DH Cycles and Thor, rebounded with a solid second place, barely holding off a hard-charging Spencer. Martin and Freeman rounded out the top five.

In the 60cc Intermediate Class, Enochs continued his winning ways after once again setting a pace that no other riders could match. Freeman, aboard a brand-new Kawasaki KX65, did his best to keep Enochs in sight, but with little success. Enos, after passing Freeman, took his shot at chasing down Enochs. Enos ended up going down, handing second back to Freeman and also letting Martin by. Enochs took the victory, with Freeman a distant second. Enos recovered from his get-off and managed to get around Martin on the final lap for third.

In moto two, Freeman grabbed the holeshot, but his lead was short-lived, as Enochs once again got out front and simply ran away from the pack. Martin, also sporting a new green KX65 and running in second, got pressure from Enos at about the halfway point. However, while attempting to make an inside pass on Martin, Enos once again hit the soil after clipping a tree. Freeman seized the opportunity and moved into third but found Martin just too far ahead to make a pass. Enochs took the win, making it four straight on the day.

In the 60cc Novice class, Cody Jackson put his Kawasaki out front in both motos to take a well-earned victory over Ruben Hernandez. Luke Layton, aboard a KTM, went down hard in the first moto, but he rebounded with a second in the second moto to take third overall. Eric Poth went 3-4 for fourth overall.

In the 60cc Beginner class, Joshua Duppong posted a perfect 1-1 score, edging out Brandon Nicholson. Richard Rinauro followed, with Steven Sand and Matt Brillant rounding out the top five on the day.

(Above left) Dustin Enochs (88) rode his KTM to victories in the 60cc Intermediate and Open classes at the second round of the AMP/GFI Gold Cup Octoberfest MX Series, held at Hollister Hills Raceway in California.
(Above right) Ricky Layman pushes his way past Ricky Lee (43) in the 250cc B contest at the fourth round of the Pax Trax Dealer Support Series in Bunnell, Florida. Layman took that class win, along with the victory in the 16-24 class.

Results

Pee Wee Track

50 P/W JR: 1. Colton Fredrickson (Suz).

50 (4-6) STK: 1. Zachary Cyr (Pol); 2. Landon Cohen (HM).

50 (7-8) STK: 1. Grayson Swift (Cob); 2. Zak Fredrickson (Cob); 3. Logan Cohen (HM); 4. Parker Smith (KTM).

50 (0-8) OPEN: 1. Crystal Layton (KTM); 2. Ty Keenom (Cob); 3. Christian Standers (Cob).

Main Track

50 (4-6) STK: 1. Zachary Cyr (Pol); 2. Landon Cohen (HM).

50 (7-8) STK: 1. Ty Keenom (Cob); 2. Crystal Layton (KTM); 3. Richard Rinauro (KTM); 4. Christian Standers (Cob); 5. Grayson Swift (Cob).

60 BEG: 1. Joshua Duppong (KTM); 2. Brandon Nicholson (KTM); 3. Richard Rinauro (Kaw); 4. Steven Sand (Kaw); 5. Matt Brillant (Kaw).

60 NOV: 1. Cody Jackson (Kaw); 2. Ruben Hernandez (Kaw); 3. Luke Layton (KTM); 4. Eric Poth (KTM).

60 INT: 1. Dustin Enochs (KTM); 2. Tyler Freeman (Kaw); 3. Ryan Martin (Kaw); 4. Justin Enos (KTM).

60 OPEN: 1. Dustin Enochs (KTM); 2. Matthew Spencer (Kaw); 3. Ryan Martin (Kaw); 4. Justin Enos (KTM); 5. Tyler Freeman (Kaw).

80 F/T: 1. Anthony Martinez (Kaw); 2. Kenny Carlotta (Yam); 3. Kyle Hernandez (Suz); 4. Kenny Wolcott (Hon); 5. Brad Patterson (Kaw).

80 BEG: 1. Corey Pennington (Hon); 2. Kurtis Batey (Yam); 3. Ryan Powell (Kaw); 4. Wesley Norris (Suz); 5. Cary Tiede (Hon).

80 NOV: 1. Tyson Enzweiler (Yam); 2. Trevor Doniak (Suz); 3. Darryl Saville (Kaw); 4. Casey Dunn (Yam); 5. Rory Radovich (Hon).

80 INT: 1. Daniel Sani (Hon); 2. Cory McDaniel (Yam); 3. David Darsey (Yam).

80 S/MINI: 1. Cory McDaniel (Yam); 2. Daniel Sani (Hon); 3. David Darsey (Yam); 4. Tyson Enzweiler (Yam); 5. Rory Radovich (Hon).

125 BEG: 1. Casey White (Yam); 2. Nick Damato (Yam); 3. Derek Cheney (Kaw); 4. Ryan Powell (Kaw); 5. Abe Johnson (Yam).

125 NOV: 1. Adam Miller (Kaw); 2. Mike Matson (Yam); 3. Michael Phillips (Hon); 4. Greg Center (Suz); 5. Mike Starkweather (Hon).

125 INT: 1. Turbo Reif (Hon); 2. Keith Verdin (Yam); 3. Matt McCrummen (Yam); 4. Kurt Long (Hon); 5. Billy Jurevich (KTM).

125 PRO: 1. Jeff Nortrhrop (Kaw); 2. Jesse Ketcham (Suz); 3. Craig Truglio (Kaw); 4. Auggie Rodriguez (Yam); 5. Logan Masterson (Hon).

250 BEG: 1. Alex Wilson (Hon); 2. Mike Dunham (Hon); 3. Matt Soares (Kaw); 4. John Lewis (Kaw); 5. Scott Pullin (Kaw).

250 NOV: 1. Craig Smith (Yam); 2. Greg Center (Suz); 3. Mike Dickerson (Kaw); 4. Ian Radich (Hon); 5. Mike Gendzi (Suz).

250 INT: 1. Turbo Reif (Hon); 2. Danny Barber (Kaw); 3. Kurt Long (Hon); 4. Billy Jurevich (KTM); 5. Ulysses Pollard (Yam).

250 PRO: 1. Jeff Northrop (Kaw); 2. Jesse Ketcham (Suz); 3. Craig Truglio (Kaw); 4. Kenny Lash (Hon).

500 INT: 1. John Moore (Yam).

25+ BEG: 1. Alex Wilson (Hon); 2. Greg Megel (Kaw); 3. John Lewis (Kaw); 4. Frank Frasula (Suz); 5. David Bass (Yam).

25+ NOV: 1. Troy Cross (Hon); 2. Jimmy Robinson (Hon); 3. Dave Lundin (Kaw); 4. Joe Alford (Kaw).

25+ INT: 1. Danny Barber (Kaw); 2. Shane Verdin (Kaw); 3. Phil Segundo (Yam); 4. Mike Segundo (Yam); 5. John Moore (Kaw).

30+ BEG: 1. Frank Frasula (Suz); 2. David Hutton (Yam); 3. Chris Upson (Yam).

30+ NOV: 1. Troy Cross (Hon); 2. Kurt Smith (Suz); 3. Dave Lundin (Kaw).

30+ INT: 1. Mike Segundo (Yam); 2. John Moore (Kaw); 3. Steve Storie (Hon).

30+ PRO: 1. Greg King (Hon).

35+ NOV: 1. Kenny Wilcott (Hon); 2. Kurt Smith (Suz); 3. Troy Cross (Hon); 4. David Evans (Hon).

35+ INT: 1. John Moore (Kaw); 2. Dave Brillant (Yam); 3. Jeff Baxter (Hon); 4. William Artau (Yam); 5. Steven Storie (Hon).

40+ NOV: 1. Mike Amaral (Yam); 2. Rex Powell (Yam); 3. Tim Donalson (Kaw); 4. Brad Hair (Yam); 5. Nick McKinnon (Yam).

40+ INT: 1. Robert Fields (Yam); 2. Jeff Baxter (Hon); 3. Ed Pegoda (Hon); 4. Dave Brillant (Yam).

U/L NOV: 1. Mike Matson (Yam); 2. Mike Dickerson (Kaw); 3. George Schneider (KTM); 4. Guy Rose (Yam).

U/L INT: 1. Billy Jurevich (KTM); 2. Matt McCrummen (Yam).

Pax Trax Motocross Park

On Layman's terms

By Gretchen Hamilton

BUNNELL, FL, OCT. 24

At round four of the Pax Trax Dealer Support Series, Ricky Layman did it his way and took his self-sponsored Yamaha to two impressive wins in the two fastest classes, the 250cc B and the 16-24 classes. In the 250cc B class, there was bar banging and roost throwing between Layman and U.S. 1 Powersports' Yamaha-mounted Jim Chludzinski. Chludzinski took moto one and Layman took second. In the second moto, with more scratching and fighting, Layman got the best of Chludzinski for the moto win and the overall. Chludzinski came in second for second overall.

In the 16-24 class, Layman had his hands full with Eric McCann, on a Sunstate Fun Sports Kawasaki 250, and Adam Wellman, on his Sun City Cycle Yamaha 250. Layman put both of them behind him for both moto wins. McCann and Wellman traded places for second and third, with Wellman having the better position in the second moto for second overall.

Amateur National-caliber 80cc rider Matt Goerke lined up in the 125cc C class to show everyone how fast you can go on an 80. Steve Nagy was on the same start in the 125cc B class, as the two classes were running combined. Even though Matt was not being scored, and Steve Nagy was in the B class, everyone knew this would be today's main event. When the gate dropped, the two went directly to the front and started to rumble. The two were side by side for most of the race, but Nagy let the extra cc's do their damage, as he took the win in the first moto, with Goerke an unofficial second. Yamaha-mounted 125cc B rider Chris Kotchkowski hung in for the official second place, with third going to Chad Rosselli on his Husky 125.

It was "second verse, same as the first" as moto two got under way. Goerke was wailing on his Performance Engineering/Fox/Cycle Riders Suzuki, with Nagy not letting any pressure get to him. On the last lap, the suspense was over when Nagy railed a berm on the outside and Goerke tried the inside, only to lose the front end. Nagy checked out for the last half of the lap to take the checkers and a double moto win for first overall. Second place in moto two went to Chad Rosselli, who took second overall, followed by Kotchkowski, who was third for third overall.

Results

P/W 50 (4-6): 1. Mark Przystawski (Yam); 2. Michael Bretzel (Yam); 3. Shane Sheffield (Yam); 4. Michelle Wichman (Yam); 5. Hunter Jackson (Yam).

P/W 50 (7-9): 1. Adam Bosolay (Yam); 2. Devin Johnson (Hon).

50 (4-6) MOD: 1. Mikey Morello (Cob); 2. Mark Przystawski (Hus); 3. Joshua Martin (Pol); 4. Shane Sheffield (Pol).

50 (7-9) MOD: 1. Cody Smith (Cob); 2. Kyle Balla (KTM); 3. Jonathan Sarmento (KTM); 4. Brandon Goodwin (Cob); 5. Devin Johnson (KTM).

60 (6-8): 1. Kyle Goerke (Kaw); 2. Lauren Hall (Kaw); 3. Justin Hall (Kaw); 4. Mikey Morello (Kaw).

60 (9-11): 1. Matt Burke (Kaw); 2. Bubba Monett (Kaw); 3. Greg Race (Kaw); 4. Garrett Yarbrough (Kaw); 5. Jimmy Hays (Kaw).

80 P/W (7-9): 1. Nicholas Taylor (Yam); 2. Michael Trecki (Hon); 3. Marcus White (Yam); 4. Devin Johnson (Yam); 5. Ross Paxia (Yam).

80 P/W (10-12): 1. Justin Pyecha (Yam).

80 (9-11): 1. Jeremy McCormick (Yam); 2. Matthew Cornelia (Kaw); 3. Josh Miller (Yam); 4. Camden Cruz (Kaw); 5. Matt Burke (Kaw).

80 (12-15): 1. Matt Goerke (Suz); 2. Kris Clark (Hon); 3. Scott Thrower (Hon); 4. Andrew Karp (Yam); 5. Chris Brueggemann (Kaw).

125 BEG: 1. Brandon Fiveash (Hon); 2. Mike Hughes (Yam); 3. Traci Hess (KTM); 4. Tim Dalzell (Hon); 5. Phil Clark (Yam).

125 B: 1. Steve Nagy (Hon); 2. Chad Rosselli (Hus); 3. Chris Kotchkowski (Yam).

125 C: 1. Brian Swoll (Suz); 2. Brandon Hamlin (Hon); 3. Chad Mis (Kaw); 4. William Symons (Kaw); 5. Casey Vallance (KTM).

250 BEG: 1. Mark Newman (Suz); 2. Ron Mitchell (Yam); 3. Joe Pirtle (Kaw); 4. Brian Burke (Hon); 5. Lance Irvine (Yam).

250 B: 1. Ricky Layman (Yam); 2. Jim Chludzinski (Yam); 3. Armando Carrasquillo (Kaw).

250 C: 1. Les Burnside (Hon); 2. Eric McCann (Kaw); 3. Tony Thrower (Hon); 4. Jimmy Kersey (Yam); 5. Jerry Buzard (Suz).

16-24: 1. Ricky Layman (Yam); 2. Adam Wellman; 3. Eric McCann (Kaw); 4. Chucky Hudson (Hon).

25+: 1. Jim Chludzinski (Yam); 2. Steve Nagy (Hon).

30+: 1. Greg Martin (Yam); 2. Jimmy Kersey (Yam); 3. Tim Dalzell (Hon); 4. Robert Woods (Hon).

35+: 1. Les Burnside (Hon); 2. Armando Carrasquillo (Kaw); 3. Mark Cornelia (Hon).

WMN: 1. Traci Hess (KTM); 2. Laurie Brennan (Hon); 3. Kim Senecal (Yam); 4. Lauren Hall (Kaw); 5. Gail Buzard (Suz).

OPEN NOV: 1. Brian Swoll (Suz); 2. Scott Highie (Hon); 3. Chad Mis (Kaw); 4. Jason Hamilton (Kaw); 5. Chris Royce (Suz).

Perris Raceway

Perris when Casillas sizzles

By Kenny Morris

PERRIS, CA, NOV. 7

Jesse Casillas swept four motos in the 80cc Expert class at the second round of the Holiday Series at Perris Raceway.

When the gate dropped, the holeshot went to Casillas, with Joshua Grant and Zac Wray following. Casillas began to inch away as a battle heated up between Wray and Tyler Duncan, who was trying to overcome a bad start. Duncan caught Wray and passed him in the left-hander around the shed. While Casillas was settling into a nice lead, Duncan reeled in Grant. Duncan looked for passing room in every corner, and he finally edged his front wheel in front of Grant through the bowl turns in the back section to take second. Wray tried to join in the battle for second but found himself taking a soil sample of Perris Raceway's prime dirt. At the checkered flag, it was Casillas, Duncan and Grant.

When the gate dropped for moto two, everyone knew it was going to be a barnburner. Kelly Tedder grabbed the holeshot, followed by Casillas and Grant. Tedder did a good job of holding his own against the fast Casillas. A battle shaped up for third between Grant and Duncan.

"We took two years off from racing, and now we're back for good," said Grant's father.

Trying to get around Grant, Duncan slid out in a corner, which put him out of contention. Casillas was now stuck to Tedder's rear fender. Approaching the S-turns, Casillas outbraked Tedder and took over the lead. Casillas then began to put some time on the rest of the field of mini riders. At the checkered flag, it was Casillas, Tedder and Grant.

Casillas also won both 80cc Supermini motos to sweep that class.

Results

50 MOD (4-6): 1. Dakota Garner (Cob); 2. Bryce Stewart (Cob); 3. Eli Tomac (Cob).

50 MOD (7-8): 1. Nic Paluzzi (Cob); 2. Colton Manwill (KTM); 3. Brett Downey (Cob).

50 STK (7-8): 1. Nic Paluzzi (Cob); 2. Kyle Smith (Cob); 3. Walter Guenther (KTM); 4. Brett Downey (Cob).

60 BEG: 1. Dana Drier (Kaw); 2. Curtis McLellen (Kaw); 3. Terren O'Dell (Kaw); 4. Nic Paluzzi (Kaw); 5. Cooper Hall (Kaw).

60 NOV: 1. Cody Tithof (KTM); 2. George Jeffers (Kaw); 3. Richard Sterling (Kaw); 4. Tony Caputo (Kaw); 5. Mathew Kent (Kaw).

60 OPEN: 1. Shawn Hayes (KTM); 2. Cody Tithof (KTM); 3. Curtis McLean (Kaw); 4. Dana Drier (Kaw); 5. Terren O'Dell (Kaw).

80 BEG: 1. Jeff Bell (Suz); 2. Bart Manwill (Yam); 3. Andrew Alcorn (Hon); 4. Mark Patralek (Yam); 5. Justin Carmody (Kaw).

(Above left) Doug Stone (878) leads the AA class at the Extreme Park Hare Scrambles event in Drexel, Missouri. (Above right) Rhett Johnson (57) flew to both 60cc moto wins at the Willow Creek Motocross Park in Madras, Oregon.

80 NOV: 1. Bobby Romero (Yam); 2. Brett Rothas (Kaw); 3. Tyler Kalisiak (Yam); 4. Nathan Salgado (Yam); 5. James Turner (Kaw).

80 INT: 1. Chase Meineke (Yam).

80 EX: 1. Jesse Casillas (Yam); 2. Kelly Tedder (Yam); 3. Joshua Grant (Kaw); 4. Tyler Duncan (Yam); 5. Zac Wray (Yam).

S/MINI: 1. Jesse Casillas (Yam); 2. Tyler Duncan (Yam); 3. Chase Meineke (Yam); 4. Joshua Grant (Kaw); 5. Zac Wray (Yam).

125 BEG: 1. Dennis Van Atta (Kaw); 2. Chad Erl (Hus); 3. Ryan Campbell (Yam); 4. Justin Herrman (Yam); 5. Phil Shafer (Yam).

125 NOV: 1. Chad Gaumer (Yam); 2. Steven Haughelstine (Yam); 3. Israel Ochoa (KTM); 4. Corey Murphy (Hon); 5. Daniel Nelson (Yam).

125 INT: 1. Brandon Milstead (Suz); 2. Mickey Griffen (Yam).

125 PRO: 1. Tim Beatty (Hus); 2. Hawk White (Suz); 3. Dusty Walters (Yam); 4. Chris Sprenket (Suz); 5. David Ramsey (Yam).

250 NOV: 1. Ken Block (Kaw); 2. Corey Murphy (Yam); 3. Jason Foxe (Hon); 4. Zach Scuri (Yam); 5. Matt Hart (Kaw).

250 INT: 1. Brandon Milstead (Suz); 2. Chris Turner (Kaw); 3. Darin Guerrie (Kaw).

250 PRO: 1. Dusty Walters (Yam); 2. Zeb Armstrong (Yam).

25+ NOV: 1. Darin Guerrie (Kaw); 2. David McMechen (Kaw); 3. Chris Wright (Suz).

30+ BEG: 1. Alan Hill (Kaw).

30+ NOV: 1. Anthony Rose (Yam); 2. Owen Neider (Hon).

30+ INT: 1. Randy Danylo (Kaw); 2. Ken Block (Kaw); 3. Tim Rutherford (Hon).

40+ NOV: 1. Bill Cotton (Suz).

40+ EX: 1. Dan McClintock (Yam).

Extreme Park Hare Scrambles

Leivan by a wheel

By Brad Jones

DREXEL, MO, OCT. 31

The Extreme Park Hare Scrambles turned into a battle between Missouri's top pro MXer, Doug Stone, and Missouri's top off-roader, Steve Leivan. In the end, it was Leivan by a wheel at the 11th round of the Forward Motion Series.

On the start of the McBrann's Cycle Shed/O'Neal USA-sponsored event, Stone powered his Kawasaki of Missouri/Thor KX250 into the lead.

"I haven't done one of these hare scrambles in years," Stone said later. "Last time, it took a couple of kicks to get the bike to start. This time, holy cow! - I got the holeshot."

Riding with no bark busters and a borrowed three-gallon gas tank, Stone pulled out several bike lengths on the first lap. Matt Lane and Terry Gilliland gave chase. Leigh Letellier and Leivan were third and fourth. Letellier quickly passed Lane and Gilliland and then stalked Stone for three laps. Letellier made a pass on Stone, who was in the creek, for the lead.

"I was chasing Stone," Letellier said. "I expected him to be fast at first, maybe even erratic. He was riding really smooth and controlled. Leivan tried to pass me on the third lap. We went down this big hill. I heard him yelling. The next thing I knew, he was rolling around on the ground. Then, in the creek, Stone got behind some lappers. I took a different line and made the pass. When we got back to the motocross track and hit the whoops, he went right back by me."

Stone pulled away from Letellier and was also a good two minutes ahead of Leivan at the halfway point. It looked like it would be an easy victory for Stone. However, Leivan, who is notorious for late charges, reeled in Letellier and moved into second when Letellier got stuck in the creek. Leivan charged hard and caught Stone on the final lap, and then took the lead with half a lap to go.

"Leivan passed me in the creek," Stone reported. "I thought if I could hang with him, I might get him back in the whoops. A lapper held me back just enough, entering the MX track, that I couldn't get him. He was no slouch on the MX track."

The two riders came through the final check fender to tire, with Leivan the winner.

In the Trail Racer class, Kawasaki ace Scott "Sticker Kit" Henion took the holeshot and ran out front for most of the event, ahead of Chris Bittle and John Christopher on his Letko KTM 200. Bittle worked past Henion with a lap to go, only to have his chain fall off. Henion retook the lead for an easy win over Christopher.

"I had Doug Stone of Stone Works revalve my suspension, and it worked awesome!" Henion said. "I really wanted to win so I could get more stickers with the McBrann's Kawasaki and O'Neal gift certificates. I guess I'll be moving up to the 250cc class next week."

Results

AA: 1. Steve Leivan (Yam); 2. Doug Stone (Kaw); 3. Leigh Letellier (KTM); 4. Scott Harper (Yam); 5. Terry Gilliland (G-G).

A: 1. Larry Barger (Kaw); 2. Brad Barnett (Yam); 3. Tige Lamb (Hon); 4. Carl Dobson (KTM); 5. John Gibler (Yam).

B: 1. Bill Gorski (KTM); 2. Adrian Bryant (ATK); 3. Tom Eidam (Suz); 4. Paul DiPasquale (G-G).

250 C: 1. Garreth Joyce (KTM); 2. Trace Fridley (KTM); 3. David Russell (Hon); 4. Thad Wilson (Yam); 5. Robbie Johnson (Kaw).

OPEN: 1. Matt Yates (Kaw); 2. Matt Fleming (KTM); 3. Chad Brennan (KTM).

200 C: 1. Butch Taylor (Kaw); 2. James Luke (Kaw); 3. Andrea Ayers (Yam); 4. Jim Duffy (KTM).

35+ C: 1. John Beck (KTM); 2. Chris Harrill (Yam); 3. Steve Henion (KTM); 4. Mike Cotton (Yam); 5. Mike Durst (Hon).

50+: 1. Jim Letellier (KTM); 2. Frank Leivan (Yam); 3. Bob Copeland (Kaw); 4. John Ayers (Kaw); 5. Stan Brann (Kaw).

105: 1. Pat Myers (Kaw); 2. Brad Taylor (Kaw); 3. Jeff Crutcher (Suz); 4. Alex Malott (Yam); 5. Zack Evans (Suz).

TR: 1. Scott Henion (Kaw); 2. John Christopher (KTM); 3. Chris Bittle (Yam); 4. Mike Friese (Hon); 5. Jack O'Lauren (KTM).

Willow Creek Motocross Park

Cheney unchained

By Clay Light

MADRAS, OR, NOV. 14

Yamaha-mounted Dave Cheney was hotter than the unseasonable 75-degree mid-November weather in his two-class domination of the motocross action at the Willow Creek Motocross Park in central Oregon. Despite incredibly tough competition, Cheney won in his Over 40 Expert-class debut. Then the rider from Redmond, Oregon, finalized his double class romp with a win in the 250cc Junior class, both coming with 1-1 sweeps for the Vet Gear/Auto Image-backed Cheney, who was just three days shy of his 40th birthday.

Perhaps the winningest rider in the Over 40 class this season has been 1978 National Four-Stroke Motocross Champion Rod Kentner. However, Kentner watched his win streak come to an end when Cheney topped both motos to nab the overall win. Yamaha YZ400 rider Ron Hudson, who finished fourth in the first moto behind Cheney, Dave Huerta and Kentner, finished second in moto two to nab second overall via 4-2 performances to lead Kentner (3-3), John Ayers (5-4) and Huerta (2-7).

Nev Laborde, who was the day's lone Professional rider, ran away with the first combined 125cc Pro/250cc Junior contest, leading Cheney to the finish, although the buzz in the pits afterward was about Californian Brad Palmer's amazing 125-foot leap of the finish-line double jump, a feat previously unattempted. Palmer was injured slightly upon landing, but he received the crowd's applause and then received the honor of the double jump being dubbed "Palmer Jump."

Laborde's no-show in moto two was attributed to a broken clutch cable, and it aided in Cheney's runaway win. Cheney got the jump on the field and led his closest competitor, Allen Tompkins, and the top 250cc Novice rider, Sean Light, from the get-go. KTM-mounted Michael Warren gated poorly but clawed his way into third to trail double moto winner Cheney and Tompkins, who was second overall in the 250cc Junior class with 3-2 placings, to finish ahead of Warren (4-3) and 250cc Novice winner Light.

KTM rider Brandyn Jasa and Nickolas McMillen battled in the 50cc Advanced class, but that was only during the early portions of each moto, as the Cobra-mounted McMillen pulled away from Jasa in the later stages of the motos to take the class victory with his 1-1 showings. Jasa netted second, ahead of Polini-mounted Dylan Stone (3-3) and KTM rider Kip Olkowski (4-4).

Those riders came back to again go head to head in the 60cc Novice class. The lone Advanced rider, Rhett Johnson, scored both moto wins to lead Blake Anglen (2-1), who was the Novice winner, ahead of McMillen (1-2), Jasa (3-3), Olkowski (5-4) and Stone (6-5).

Results

50 ADV: 1. Nicholas McMillen (Cob); 2. Brandyn Jasa (KTM); 3. Dylan Stone (Pol).

60 ADV: 1. Rhett Johnson (Kaw).

60 NOV: 1. Blake Anglen (KTM); 2. Nickolas McMillen (Cob); 3. Brandyn Jasa (KTM).

80 NOV: 1. Brandon Kentner (Yam); 2. Ben Anglen (Suz); 3. Danny Costa (Kaw).

125 NOV: 1. Sean Light (Kaw); 2. Aaron Haston (Suz); 3. Justin Young (Suz).

125 JR: 1. Cody Richelderfer (Yam).

125 PRO: 1. Nev Laborde (Kaw).

125/250 BEG: 1. Josh Johnson (Hon); 2. Aaron Haston (Suz); 3. Matt Casey (Suz).

250 NOV: 1. Robert Knight (Yam); 2. Pat Berry (Suz); 3. David Costa (Hon).

250 JR: 1. Dave Cheney (Yam); 2. Allen Tompkins (Kaw); 3. Mike Warren (KTM).

OPEN: 1. Ron Hudson (Yam); 2. Clarence Jefferson (Hon); 3. Jerry Scott (Hon).

40+ EX: 1. Dave Cheney (Yam); 2. Ron Hudson (Yam); 3. Rod Kentner (Hon).

40+ AM: 1. Rick Herbst (Hon); 2. Pat Berry (Suz).

VET AM: 1. Jim Sanders; 2. Don Walker; 3. Mike Kilby.

50+: 1. Sonny Neff (Hon).

Shamrocks Hare and Hound

Ondas takes the black-and-white

By Shawn Drouin

RED MOUNTAIN, CA, SEPT. 26

The Shamrocks Hare and Hound took place in Red Mountain on a nice, hot summer day. The event started at exactly 10 a.m. The bomb was difficult because of all the bushes; however, many riders thought the virgin terrain made for a good race course.

Team Green/FMF/MSR/Shoei-backed Dave Ondas took his KX500 to the overall win, ahead of second-place finisher Abe Baumann.

"I got a medium start and was about fifth or sixth to the end of the bomb," said Ondas. "When I came into the pits, I was running second and right behind Baumann. About half a mile into the loop, I passed Baumann. My bike ran great and has performed well the whole year. I didn't have any get-offs and everything went great. I really liked how they marked the course and the variety of terrain."

Before passing Baumann, however, Ondas first had to pass fellow KX500 pilots Jeff Capt and Dan Richardson, who were competing against race leader Baumann in the Open Vet Expert class.

"It took me a while to pass them because they are really good riders," said Ondas about passing all three riders. "Because the first loop was easier than the second, I did most of my passing there. There were some pretty technical, rocky hills on the second loop. I rode consistent and didn't try to ride over my head, and I just had a good race."

Baumann may not have won the overall, but he moved one step closer to wrapping up the Vet Open championship. Still, Baumann is in close competition with Capt for the title this year. The title will most likely be decided at the final round, in December.

"I got a good start and was the first one to the end of the bomb," said Baumann, who is usually the first one to the end of the bomb run. "After the bomb, the course took you through some tight canyons and some sand hills. The canyons got really dusty, so it was hard for people to catch up to me. The first loop, I was just basically trying to stay ahead of everyone. I really liked the first loop. They had a lot of single-track trails on the sides of mountains and through the hills. I liked the fact that they didn't put too many whoops in the course. I came into the pits running first overall. My club gave me a great pit. It was quick. The second loop got kind of rocky, but it wasn't too hard. I got a little hot and tired, and that's when Dave Ondas caught up to me. We got into the Spangler Hills and there was one sand-wash canyon that was a little whooped out. It was fifth-gear terrain, and the canyon had steep walls to both sides, and rocks. Ondas pulled up next to me; I looked at him and he at me, and we were both [in] fifth gear, pinned wide-open, going into the mouth of the canyon. Then I was thinking, 'Should I keep it pinned or not?' and then I thought, 'Not,' but I chickened out and let him pass. Maybe that's age speaking. He's young and can afford to get off, and I can't. After that, he just took off, and I was thinking, 'Why did I let him go by? Now I have to eat his dust.'"

As it turns out, everyone ate Ondas' dust. Richardson beat out Capt to finish second in the Vet Open Expert class. The Team Green duo made it four KX500s in the top five.

Results

Loop One

80 EX: 1. Jeff Dillon (Kaw); 2. Travis Wagschal (Suz).

80 AM: 1. Lee Bunting (Kaw).

VET OPEN EX: 1. Sid Payne (ATK).

S/SR EX: 1. Al Guzman (Kaw); 2. Ed Butler (Kaw); 3. Don Voyer (Hon).

SR OPEN EX: 1. Dave Johnson (ATK).

SR OPEN AM: 1. Karl Heilbronner (Hon).

MAG AM: 1. Ruben Garcia (Yam); 2. Carl Baldwin (Yam); 3. Tom Yates (ATK).

MAG NOV: 1. Susu Ishll (Kaw).

WMN NOV: 1. Amie Mann (Hon).

SR 250 BEG: 1. Mark Zenter (Yam).

80 NOV: 1. Corey Wolf (Kaw).

WMN AM: 1. Vanessa Crawford (Kaw).

VET 250 NOV: 1. Bradley Hay (Hon).

VET OPEN NOV: 1. Bryan Bacot (Hus); 2. John McVicker (Vor).

VET OPEN BEG: 1. Howard Shadwell (Hon); 2. Jerry Ford (Hon); 3. Rex Roberson (KTM).

SR 250 AM: 1. Gary Gartside (Yam).

250 BEG: 1. Travis Seymour (Hon); 2. Richard Cochran (Kaw); 3. Billy Adams (Yam).

OPEN BEG: 1. William Law (Kaw); 2. Eric Keyser (Kaw).

VET 250 BEG: 1. Larry Waterhouse (KTM); 2. Louie Romo Jr. (Yam); 3. Lance Paul (Yam).

125 BEG: 1. Brent Manfred (Yam); 2. Cameron Brewer (Kaw).

SR NOV 250: 1. Rodger Gulledge (Suz); 2. Alan Wright (Yam).

4-STRK BEG: 1. Carlos Topete (Yam); 2. Myles Luor (Hon); 3. Ted Kalnas (Hon).

WMN NOV: 1. Emily Mason (Kaw).

SR OPEN NOV: 1. Donald Knight (Kaw); 2. Luke Torres (Hus); 3. Hossein Nabavi (Hon).

Loop Two

OPEN EX: 1. Dave Ondas (Kaw); 2. Paul Krause (Yam); 3. Ron Shuller (Kaw).

OPEN AM: 1. Furious Strowd (Hon); 2. Dale Suttlewerth (Kaw); 3. Mark Hegel (KTM).

OPEN NOV: 1. Brandon Wright (Kaw); 2. Brandon Day (Kaw); 3. David Rohder (Hon).

VET OPEN EX: 1. Abe Baumann (Kaw); 2. Dan Richardson (Kaw); 3. Jeff Capt (Kaw).

VET OPEN AM: 1. Lennie Schreck (Yam); 2. Mark Selner (Hon); 3. Tim Dreyer (Yam).

EX 125: 1. Kurt Caselli (Kaw); 2. Matt Murphy (Yam); 3. Brendan Lutes (Kaw).

125 AM: 1. Robert Bland (Yam); 2. Greg Sigwing (Suz).

SR OPEN AM: 1. Jerry Coffey (Hon); 2. Isaac Hull (Hon); 3. Rick Overby (Hon).

SR 250 AM: 1. Rob Plourde (Kaw); 2. Steve Dillon (Kaw); 3. Daniel Barnett.

4-STRK EX: 1. Mike Korenwonder (Yam); 2. Lon Brand (Hon); 3. Robert Barnum (Yam).

4-STRK AM: 1. Kurt Mann (Yam); 2. Tony De Cordoba (Yam); 3. David Preach.

4-STRK NOV: 1. Rusty Coors (Yam); 2. Matt Breyer (Yam).

250 EX: 1. Steve Hengeveld (Kaw); 2. Luke Dodson (Kaw); 3. Nick Barlow (KTM).

VET 250 EX: 1. Jon Parks (Kaw); 2. Dean Alexander (Yam); 3. John Spaeth (Kaw).

250 AM: 1. Eric Caudillo (Kaw); 2. Ron Warren (Kaw); 3. Dan Campbell (Kaw).

VET 250 AM: 1. Steve Liggett (Yam); 2. Morgan Pierce (Suz); 3. Tim Spaeth (Kaw).

SR 250 EX: 1. Kevin Hasten (Yam); 2. Charlie Barney (Kaw); 3. Scott Anderson (Yam).

SR OPEN EX: 1. Steve Otis (Kaw); 2. Mike McGee (Kaw); 3. Rudy Abele (Kaw).

MAG EX: 1. Bill Maxim (Kaw); 2. Ernie Mnoian (Kaw); 3. Steve Freeman (Kaw).

MAG AM: 1. James Veillette (Kaw); 2. Victor Romero (Hon); 3. Bob Pryor (Kaw).

250 NOV: 1. Jason Slinkard (KTM); 2. Richard Rutigligno (Kaw); 3. Mike Marshall (Hon).

VET OPEN NOV: 1. John Magas (Hon); 2. Tom Phoenix (Yam); 3. Rodney Foster (KTM).

125 NOV: 1. Michael Kempe (KTM); 2. Cole Cates (Yam).

WMN EX: 1. Erin Larsen (Yam); 2. Kassie Gray (Kaw).

WMN AM: 1. Sarah Schilke (Hon).

VET 250 NOV: 1. Anthony Underwood (Hus); 2. Michael Saymour (Hon); 3. Charles Bentley (Yam).

SR 250 NOV: 1. James Carpenter (Yam); 2. John Kerrigan (KTM); 3. Dan Button (Yam).

SR NOV OPEN: 1. Dean Thirkill (KTM); 2. Alan Baldwin (Yam).

SOIL Hare Scrambles Series, Round 6

Roth rolls to the win

By Vickie Banes

BELLEVILLE, IL, OCT. 3

Round six of the SOIL Hare Scramble Series had another good turnout, drawing approximately 70 riders. The weather and track conditions were perfect until about an hour into the race,

when a downpour turned the track into a muddy mess. John Roth took the overall win, and Tanner England finished second.

"The track was beautiful," enthused England. "It had a lot of new trails. I had a good time."

Roth was fourth on the first lap, but by the second lap he had worked his way into the lead, and he never looked back.

John Banes won the Vet class and finished third overall, followed by Express Cycles' Steve Fitzgerald and then Rick Kinkelaar.

"The track was very technical, with about 80 percent new trails," said Fitzgerald. "I liked the off-cambers."

"I got a third-place start, had trouble with the arrows and got a flat on the second lap," reported Kinkelaar. "I changed my tire, got back out there to try and save some points. When the rain came, I knew I couldn't make up much time. I just tried to maintain a steady pace."

James Hancock took first in the Four-Stroke class.

"I thought the course was great," Hancock commented. "It was very technical, a fun hare scramble track."

Charlie Meyer took the win in the 250cc B class.

"It was fun until it rained," Meyer said. "The course was a lot of fun."

Mark Decker, riding in his first hare scrambles, finished second in the Trail Rider class, after Scott Irwin. Brandon Lindemann took third.

There were a lot of positive comments about how fun the course was. Everyone seemed to like the new trails and the technical parts of the track. Meyer, a member of BET, helped set up the course, and he said it was a lot of fun laying it out.

Jim Mollet was hurt pretty badly at this race, breaking both of his heals, and he will be in a wheelchair for several months. His fellow riders wish him the best of luck in his recovery.

Results

AA: 1. John Roth (Yam); 2. Tanner England (Yam); 3. John Yarnell (Hon); 4. Wesley Donaldson 5. Paul Young (Suz).

200 B: 1. Richard Bruce (Kaw).

250 B: 1. Charles Meyer (Kaw); 2. Bradley Cloyd (Suz); 3. Jason Lemon (Kaw).

OPEN B: 1. David Qualls (Hon).

4-STRK: 1. James Hancock (Yam); 2. Stephen Sweet (Hon); 3. Dennis Eaton (Yam); 4. Paul Arnett (Yam).

VET: 1. John Banes (Kaw); 2. Steve Fitzgerald (Kaw); 3. Rick Kinkelaar (Yam); 4. Thomas Burtle.

40+: 1. Charles Cobb (Yam); 2. Don Manthey (KTM); 3. Tom Compton (Kaw); 4. Don Janes; 5. James Mollett (Yam)

50+: 1. John Oller (Kaw); 2. Rich Hudson (Yam); 3. Robert Jackson (KTM).

201-OPEN C: 1. Todd Rowland (Kaw); 2. Eric Rakey (Kaw); 3. William Appel (Kaw); 4. Kevin Shaffer (Kaw); 5. Brian Conner (Kaw).

TR: 1. Scott Irwin (Hon); 2. Mark Decker; 3. Brandon Lindemann (Suz); 4. Keith Huckstep (Yam); 5. Scott Lafore.

80: 1. Ryan Donaldson (Hon); 2. Justin Hannah; 3. Alex Frizzo (Kaw); 4. Wesley Hampch; 5. Kyle Wiedau (Hon).

Flying M Ranch

Bamford runs amok at Run-A-Muck

By Lee "Diggin'" Roy White

YAMHILL, OR, OCT. 17

After a long, hot dry spell, riders were greeted by lots of dust when they showed up at the Bryce Mitchell's Flying M Ranch for the second installment of the Run-A-Muck Hare Scrambles, sponsored by House of Horsepower, Herb's Cycle Town, Beaverton Honda, Columbia River Honda-Suzuki-Polaris, Aurora Cycle, LRD Performance Specialties, Portland Offroad, Mount Hood Polaris and Mount Hood Gresham Honda.

Trailmasters really put on a winner. The course was about 11 miles long. There were tight woods, a kickin' motocross-track section, open cat roads, and some great uphills and downhills.

"Wild" Bill Rush, fresh from winning a silver medal at the ISDE in Portugal, was in the lead after lap one. Right behind him was Travis Bamford, also a silver medalist in the Six Days. Bamford came into the gate hot on Rush's heels. Following close behind them was Jason Sigfrid from Hood River. You could have thrown a blanket over these three, they were so close for the entire two hours. Rush led until he had to pit his "I-need-a-bigger-gas-tank" RM125. Bamford's YZF400 had a bigger tank, and he blew through the pits and into the lead. Bamford held off Rush and Sigfrid to claim fastest time and the overall victory.

Ryan Guy catches some good air on his way to third overall in the Open Amateur category at the Run-A-Muck Hare Scrambles, held at the Flying M Ranch in Yamhill, Oregon.

AA rider Steve McCall, being the true sportsman that he is, disqualified himself because he missed part of the course.

"It was really fun, but I missed a turn," he admitted, "and I figured I'd skipped a mile or so of the loop."

Bill Farrell, owner of Bills Motorcycles Plus Husqvarna in Salem, was a rider and also a major contributor to the event.

"If I could perform like my [Husqvarna] 410," Farrell said, "I would have ran away with the Over 40 Amateur class. But being 40-something, my bike ran a lot harder than I could."

James Turner from Yamhill rode to a second-place finish in the Open Expert class. He commented that he had a great ride and that he thought the course was awesome.

"Around here, you are covered with dust or mud," he noted. "I like the dust over the mud; it's not as slippery and it's a lot easier to clean your bike at the end of the day."

Results

O/A: Travis Bamford.

AA: 1. Travis Bamford; 2. Jason Sigfrid; 3. Bill Rush; 4. Scott Griffith.

OPEN EX: 1. Kevin Jansen; 2. James Turner.

250 EX: 1. Josh Huffman; 2. Erik Bishop.

200 EX: 1. Steve Peppmeier; 2. Jason Sypher.

4-STRK EX: 1. Rick Goodman.

40+ EX: 1. Rick Crosland.

OPEN AM: 1. Aaron Veitch; 2. Jared Jorgensen; 3. Ryan Guy; 4. Jordan Abbot; 5. Scott Navarva.

250 AM: 1. Shawn Richardson; 2. Keith Ashley; 3. Jason Fessler; 4. Brian Appel; 5. Ricky Henry.

200 AM: 1. Ray Carpenter; 2. Jeremy Moore; 3. John Lubinsky; 4. Sean Collins; 5. Joshua Oakes.

30+ AM: 1. Gilbert Johnson; 2. Robert Parson; 3. Scott Hunt; 4. Martin Donovan.

40+ AM: 1. Dan Huffman; 2. Dave Hilton; 3. Jeff Porter; 4. Ben Bramlett; 5. Bill Farrell.

4-STRK AM: 1. Rod Comstock; 2. Mike Billingsly; 3. Douglas Elkins.

50+ AM: 1. Orville Hinds; 2. Dan Menely.

WMN: 1. Nicole Pantley.

SPTSMN: 1. Casey Bauman.

I would like to thank ALL of my sponsors for contributing to the success of my amateur career from the beginning to the end! Unfortunately, my pro contract will not allow me to keep all of my amateur sponsors. I just wanted to let ALL of you know how eternally grateful I am for your friendship and support through the years.

Travis Pastrana

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MOTOWORLD OF EL CAJON

CMXR

CO-SPONSORED BY:
Mad Racing
Black Flys
Acerbis
Ceet

Moto-Christmas

Sunday, December 12th GRAND PRIX

Professionally Prepared Track

FULL GP COURSE-BOTH TRACKS AND DRAG STRIP COURSE PREPARED BY BLT GRADING

Gates Open @ 6:00am Sign-ups & Pre-Entry Check In 6:30-8:00am

ONE HOUR PRACTICE BEGINS @ 8:00AM

Racing Schedule

8:00am-9:00am: ..... Practice
9:15am: ..... All Vet 40+& All Vet 50+Classes
10:15am: ..... All Vet 30+ Classes
11:15am: ..... All Old Timer's Club Classes
12:15pm: ..... All 125cc, 80cc & Woman's Classes
1:15pm: ..... All 250 Classes
2:15pm: (Split Start) Four Stroke, Bomber, Vintage & 500cc Classes
3:15pm: (Special Prizes) ..... Team Race

for complete information
1-888-550-MOTO
www.carlsbadmx.com

CMXR
CALIFORNIA MOTOCROSS RACING

Tell them you saw it in CYCLE NEWS

CRC 1999 California Race Schedule

100% PRO PAYBACK

Sunday	Dec. 5	Trophy Series	LACR
Sunday	Dec. 12	Trophy Series	LACR
Sunday	Dec. 19	Trophy Series/Merry Christmas GP	LACR
Sunday	Dec. 26	NO RACE	HAPPY HOLIDAYS
Sunday	Jan. 2	NO RACE	HAPPY HOLIDAYS

Sat. Practice Oct. 2 to Dec. 11 • 9am to 2pm
CRC Info (661) 272-8889
www.netport.com/lacr-crc

GLEN HELEN RACEWAY PARK
SAN BERNARDINO, CA
www.GlenHelen.com

CALL 24 HOURS FOR RACE & PRACTICE INFO (909) 880-3090

Thurs	Dec	2	MX Practice	8am till dusk
Sat	Dec	4	MX Practice	8am till 1pm
Sun	Dec	5	MX Practice	8am till 4pm
Thurs	Dec	9	MX Practice	8am till dusk

4th Annual Chaparral US AMA Pro/Am MX Championships Dec 17-19

ZLT Racing PERRIS CALIFORNIA

Practice and Race Schedule for Perris Raceway

Tues.	Nov. 30	10-4:00 Open 4-9 Mini's only
Wed.	Dec. 1	2:00-9:00 Big Bikes Only
Fri.	Dec. 3	4:00-9:00
Sat.	Dec. 4	8:00-1:00
Sun.	Dec. 5	Rd.4 Holiday MX Series Gates open at 6:30

New Pee Wee Track available.
All minors must be accompanied by a parent or notorized legal guardian.
* All dates subject to change. Call for more information. (909) 657-7441

Keep checking *Cycle News* for our upcoming Winter Series Race schedule.

Sunrise Motorsports Park

• Bikes $10 - Race Cars $20
• MX & Pee-Wee tracks groomed daily
• MX track & Pee-Wee track
• Practice all tracks Sat & Sun 8-4
Monday 11-dusk
• Spectators always free

www.proride.com
e-mail: evergreen-plus@msn.com

24 hour track info: 760.246.5140
7101 race rd., adelanto, ca

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CYCLE NEWS

MOTOCROSS RACING ASSOCIATION
Racing Every Friday, Saturday & Sunday
Open Riding Every Wednesday at Milan & some Sundays at Delta
Ironman GP Series - 1 hour races
www.racemra.com
Call 734-241-1600
for 1999 Racing Schedule

cma 559/673-8080
WEDNESDAY NIGHT PRACTICE continues @ LITTLE OKIE, MADERA 5PM - 9PM

O'NEAL CHAMPIONSHIP SERIES

	Central	Northern	Coastal
Dec. 5	Madera		King City
Dec.12	Hanford		Hollister

Saturday Practice before each event

Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

WORLD CHAMPIONSHIP EVENTS

2000 FIM World Championship Road Race Series

3/19 Welkom, South Africa, Rnd 1
4/2 Buenos Aires, Argentina, Rnd 2
4/9 Suzuka, Japan, Rnd 3
4/30 Jerez, Spain, Rnd 4
5/14 Le Mans, France, Rnd 5
5/28 Mugello, Italy, Rnd 6
6/11 Catalunya, Spain, Rnd 7
6/24 Assen, Holland, Rnd 8
7/9 Donington Park, England, Rnd 9
7/23 Sachsenring, Germany, Rnd 10
8/20 Brno, Czech Republic, Rnd 11
9/3 Estoril, Portugal, Rnd 12
9/17 Valencia, Spain, Rnd 13
10/7 Rio de Janeiro, Brazil, Rnd 14
10/15 Twin Ring Motegi, Japan, Rnd 15
10/29 Phillip Island, Australia, Rnd 16

2000 FIM World Championship Superbike Series

3/12 Valencia, Spain, Rnd 1
4/2 Kyalami, South Africa, Rnd 2
4/23 Phillip Island, Australia, Rnd 3
4/30 Sugo, Japan, Rnd 4
5/14 Donington Park, England, Rnd 5
5/21 Monza, Italy, Rnd 6
6/4 Hockenheim, Germany, Rnd 7
6/18 Misano, Italy, Rnd 8
7/9 Laguna Seca, California, Rnd 9
8/6 Brands Hatch, England, Rnd 10
8/27 TBA, Rnd 11
9/3 Assen, Holland, Rnd 12
9/10 Oschersleben, Germany, Rnd 13
10/15 Imola, Italy, Rnd 14

2000 FIM World Championship 125cc Motocross Series

3/26 Bellpuig, Spain, Rnd 1
4/2 Plomion, France, Rnd 2
4/9 Valkenswaard, Netherlands, Rnd 3
4/30 Indaiatuba, Brazil, Rnd 4
5/14 Mladina, Croacia, Rnd 5
5/28 Foxhill, Great Britain, Rnd 6
6/4 Spa-Francorchamps, Belgium, Rnd 7
6/11 Borgo Magglore, San Marino, Rnd 8
6/25 San Severino Marche, Italy, Rnd 9
7/2 Orehova Vas, Slovakia, Rnd 10
7/9 Launsdorf, Austria, Rnd 11
7/30 Grobbendonk, Belgium, Rnd 12
8/6 Berghem, Netherlands, Rnd 13
8/13 Folkendange, Luxemburg, Rnd 14
8/27 Heinola, Finland, Rnd 15
9/3 Gaildorf, Germany, Rnd 16

2000 FIM World Championship 250cc Motocross Series

3/19 Talavera, Spain, Rnd 1
3/26 Agueda, Portugal, Rnd 2
4/9 Valkenswaard, Netherlands, Rnd 3
4/30 Mantova, Italy, Rnd 4
5/14 Loket, Czech Republic, Rnd 5
5/28 Foxhill, Great Britain, Rnd 6
6/4 Spa-Francorchamps, Belgium, Rnd 7
6/11 Brou, France, Rnd 8
6/25 Teutschenthal, Germany, Rnd 9
7/2 Kester, Belgium, Rnd 10
7/16 Belo Horizonte, Brazil, Rnd 11
7/30 Grobbendonk, Belgium, Rnd 12
8/6 Goynia, Poland, Rnd 13
8/13 Folkendange, Luxemburg, Rnd 14
8/27 Lucenec, Slovakia, Rnd 15
9/3 TBA, Rnd 16

2000 FIM World Championship 500cc Motocross Series

3/19 Broadford, Australia, Rnd 1
4/2 Castiglione del Lago, Italy, Rnd 2
4/9 Valkenswaard, Netherlands, Rnd 3
4/23 Osuna, Spain, Rnd 4
5/14 Schwanenstadt, Austria, Rnd 5
5/28 Foxhill, Great Britain, Rnd 6
6/4 Spa-Francorchamps, Belgium, Rnd 7
6/11 Tibro, Sweden, Rnd 8
6/25 Iffendic, France, Rnd 9
7/9 Culham, Great Britain, Rnd 10
7/16 Forstlich Drehna, Germany, Rnd 11
7/30 Grobbendonk, Belgium, Rnd 12
8/6 Namur, Belgium, Rnd 13
8/13 Folkendange, Luxemburg, Rnd 14
8/27 Halle, Netherlands, Rnd 15
9/3 Glogow, Poland, Rnd 16

2000 FIM MX des Nations

9/10 St. Jean d' Angely, France

2000 FIM World Championship Supercross Series

10/7 TBA
10/28 TBA, France
11/4 Brasilia, Brazil
11/18 TBA, United States
11/25 Leipzig, Germany

2000 FIM World C'ship Enduro Series

6/6-7 Sernano, Italy, Rnd 1
6/13-14 Villefranche de Rouergue, France, Rnd 2
6/17-18 Hameenlinna, Finland, Rnd 3
7/15-16 Straz Pod Ralskem, Czech Republic, Rnd 4

2000 FIM World Championship Trials Series

3/18-19 Cordoba, Spain, Rnd 1
3/25-26 Pacos de Ferreira, Portugal, Rnd 2
4/8-9 Mons, Belgium, Rnd 3
4/15-16 Hawkstone Park, Great Britain, Rnd 4
5/20-21 Nepomuk, Czech Republic, Rnd 5
5/27-28 Gefrees, Germany, Rnd 6
6/10-11 Twin Ring Motegi, Japan, Rnd 7
6/24-25 Valdebiore, France, Rnd 8
7/1-2 Pila, Italy, Rnd 9
9/2-3 Sant Julia, Andora, Rnd 10

2000 FIM Trials des Nations

9/9-10 Sera, Spain

2000 FIM World Individual Speedway Championship

4/30 Terenzano, Italy, Rnd 1
5/14 Pfaffenhofen, Germany, Rnd 2
5/14 Krsko, Slovakia, Rnd 3
6/18 Poole, Great Britain, Rnd 4
6/18 Elgane, Norway, Rnd 5
6/22 Gdansk, Poland, Rnd 6
6/22 Olching, Germany, Rnd 7
7/8 Lonigo, Italy, Rnd 8
8/13 Holsted, Denmark, Rnd 9
10/8 Abensberg, Germany, Rnd 10

2000 FIM International Six Day Enduro

10/31-11/5 Granada, Spain

NATIONAL CHAMPIONSHIP EVENTS

2000 AMA National Road Racing Series

3/8-12 Daytona Beach, FL, Rnd 1
4/28-30 Rosamond, CA, Rnd 2
5/5-7 Sonoma, CA, Rnd 3
6/2-4 Braselton, GA, Rnd 4
6/9-11 Elkhart Lake, WI, Rnd 5
6/16-18 Loudon, NH, Rnd 6
7/6-9 Monterey, CA, Rnd 7
7/14-16 Lexington, OH, Rnd 8
7/28-30 Brainerd, MN, Rnd 9
8/11-13 Fountain, CO, Rnd 10

2000 AMA EA Sports Supercross Series

1/8 Anaheim, CA, Rnd 1
1/15 Anaheim, CA, Rnd 2
1/22 San Diego, CA, Rnd 3
1/29 Phoenix, AZ, Rnd 4
2/5 Houston, TX, Rnd 5
2/12 Indianapolis, IN, Rnd 6
2/19 Pontiac, MI, Rnd 7
2/26 Atlanta, GA, Rnd 8
3/11 Daytona, FL, Rnd 9
3/18 St. Louis, MO, Rnd 10
3/25 Minneapolis, MN, Rnd 11
4/1 Pontiac, MI, Rnd 12
4/8 Irving, TX, Rnd 13
4/15 New Orleans, LA, Rnd 14
4/29 Joliet, IL, Rnd 15
5/6 Las Vegas, NV, Rnd 16

2000 AMA National Motocross Series

5/14 San Bernardino, CA, Rnd 1
5/21 Sacramento, CA, Rnd 2
5/28 Mount Morris, PA, Rnd 3
6/11 Southwick, MA, Rnd 4
6/18 Budds Creek, MD, Rnd 5
7/2 Buchanan, MI, Rnd 6
7/16 New Berlin, NY, Rnd 7
7/23 Troy, OH, Rnd 8
7/30 Washougal, WA, Rnd 9
8/13 Millville, MN, Rnd 10
8/27 Binghamton, NY, Rnd 11
9/3 Delmont, PA, Rnd 12

2000 Acerbis National Enduro Series

2/20 Coalinga, CA, Rnd 1
2/27 Lake Pleasant, AZ, Rnd 2
3/19 Greensboro, GA, Rnd 3
4/9 Belleplain, NJ, Rnd 4
5/27-28 McArthur, OH, Rnd 5
6/3-4 Idaho City, ID, Rnd 6
6/11 Wellston, OH, Rnd 7
6/25 West Greenwich, RI, Rnd 8
9/17 Wolverine, MI, Rnd 9

2000 National Championship Hare Scrambles Series

2/6 Hollister, CA, Rnd 1
2/13 Wilseyville, CA, Rnd 2
4/16 Hurricane Mills, TN, Rnd 3
5/7 Good Springs, PA, Rnd 4
5/20 Mitchell City, OR, Rnd 5
7/16 Kahoka, MO, Rnd 6
9/10 Jacksonville, OH, Rnd 7
10/1 Lynnville, IN, Rnd 8
10/15 Bloomingdale, MI, Rnd 9

2000 AMA National Championship Hare & Hound Series

2/23 Lucerne Valley, CA
3/26 Lucerne Valley, CA
4/2 Murphy, ID
4/15 Delta, UT
4/30 Lucerne Valley, CA
5/13 Jericho, UT
9/23 Jackpot, NV
10/8 Lucerne Valley, CA
10/22 Lucerne Valley, CA

2000 AMA Grand National Dirt Track Series

3/11 Daytona Beach, FL, Rnd 1
5/20 Harrington, DE, Rnd 2
5/28 Springfield, IL, Rnd 3
6/10 Topeka, KS, Rnd 4
6/17 Mineral Wells, WV, Rnd 5
6/24 Lima, OH, Rnd 6
7/1 TBA, Rnd 7
7/8 Joliet, IL, Rnd 8
7/15 Oklahoma City, OK, Rnd 9
7/29 Rossburg, OH, Rnd 10
8/5 Lake Odessa, MI, Rnd 11
8/9 Rapid City, SD, Rnd 12
8/13 Peoria, IL, Rnd 13
8/19 Hagerstown, MD, Rnd 14
8/26 Sedalia, MO, Rnd 15
9/3 Springfield, IL, Rnd 16
9/16 Sacramento, CA, Rnd 17
9/30 TBA, Rnd 18
10/7 TBA, Rnd 19
10/15 Del Mar, CA, Rnd 20

PACE Arenacross Series

12/3-5 Rockford, IL
1/7-9 Fort Worth, TX
1/14-16 Guthrie, OK
1/21-23 Baltimore, MD
1/28-30 Hampton, VA
2/4-6 Uniondale, NY
2/11-13 Milwaukee, WI
2/18-20 Denver, CO
2/25-27 Sacramento, CA
3/3-5 Salt Lake City, UT
3/10-12 San Jose, CA
3/17-19 Nampa, ID
3/24-26 Tacoma, WA
3/31-4/4 Reno, NV
Info: 817/246-7400 or www.arenacross.com

DECEMBER						
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JANUARY						
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30	31					

Denotes Pro Payback

Dec 3-4

SOUTH CAROLINA ICE SPEEDWAY - World Cup Ice Speedway, Rnd 2, International Championship Events/ICE, North Charleston Coliseum, North Charleston. Info: 843/234-2777 or www.icespeedway.com.

Dec 3-5

COLORADO ARENACROSS - International Promotions Inc., National Western Complex, Denver. Info: 480/899-2222.

ILLINOIS ARENACROSS - PACE National Arenacross Series, Metrocentre, Rockford. Info: 817/246-7400 or www.arenacross.com.

MINNESOTA ARENACROSS - International Promotions Inc., Midwest Wireless Civic Center, Mankato. Info: 480/899-2222 or danielipi@aol.

WASHINGTON MOTORCYCLE SHOW - Team Powersports, International Motorcycle Shows, Washington State Football Stadium & Exhibit Center, Seattle. Info: 907/696-8001.

Dec 4-5

* CALIFORNIA MOTOCROSS - SSC MX/Thousand Oaks Winter Warm-Up Series, MX Olympics, Hungry Valley SVRA, Gorman. Info: 661/294-0020 or www.sscmx.com.

* TEXAS MOTOCROSS - GNC MX Texas Regional, Mosier Valley USA, Dallas/Ft. Worth. Info: 214/351-9900 or www.gncmx.com.

Dec 4-11

CALIFORNIA MOTOCROSS - REM, Racing Ent. Motorsports, Glen Helen Raceway, San Bernardino.

Sat, Dec 4

ALABAMA MOTOCROSS - 6th annual Alabama Arena Cross Indoor Motorcycle Racing, Shelby County Exhibition Center, Columbiana. Info: 205/663-2512

* ARIZONA MOTOCROSS - Cop Promotions, Canyon Offroad Park, Peoria. Info: 623/434-4363 or www.copracing.com.

CALIFORNIA MOTOCROSS - REM Saturday MX, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - CMXR MotoPro Autumn Series, Rnd 5, Bomber Day, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO.

CALIFORNIA MOTOCROSS - Riverside Old-Timers, Glen Helen REM, San Bernardino. Info: 714/996-8327.

* CALIFORNIA MOTOCROSS - RS Racing, MX Fall Series, Madera Fairgrounds, Madera. Info: 559/661-0706.

FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/869-5388 or 407/381-4001.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, Ft. Lauderdale. Info: 954/321-9422 or pepsiairdaniamx.com.

GEORGIA SUPERCROSS - High Falls SX, High Falls. Info: 770/358-6111 or 775/504-9590.

* KENTUCKY INDOOR MOTOCROSS - Greenville AG Center, Greenville. Info: 270/886-8564 or espsport@midwest.net.

* WASHINGTON FLAT TRACK - Kell Enterprises, Oakwood Arena, Spanaway. Info: 360/446-7992 or cak53@msn.com.

Sun, Dec 5

* ARIZONA MOTOCROSS - Cop Promotions, Canyon Offroad Park, Peoria. Info: 623/434-4363 or www.copracing.com.

* CALIFORNIA MOTOCROSS - OTHG, Over The Hill Gang, Bay Area chapter, Marysville. Info: 408/930-5293 or www.othg.com.

CALIFORNIA MOTOCROSS - CRC, Trophy Series, Edwards AFB, Edwards. Info: 661/272-8889.

CALIFORNIA MOTOCROSS - AMP/GFI Gold Cup Octoberfest Series, Marysville E Street Track, Marysville. Info: 209/656-9682.

* CALIFORNIA MOTOCROSS - CMA, O'Neal Coastal Series, 101 Bowl MX Park, King City. Info: 831/385-0569 or mxrott@inreach.com.

* CALIFORNIA MOTOCROSS - Dave Coupe Presents GFI, Marysville, E St. Sand Track, Marysville. Info: 530/673-5956 or dcoupe@jps.net.

CALIFORNIA MOTOCROSS - ZLT Racing, Holiday MX Series, Rnd 4, Perris Raceway, Perris. Info: 909/657-7441.

CALIFORNIA ENDURO - AMA, District 37, Checkpoint Enduro MC, Slash X Café, Barstow. Info: 909/338-0311 or www.district37ama.org.

* FLORIDA MOTOCROSS - AMA Florida State Championship Series, Motocross World, Bithlo. Info: 352/732-6697.

* INDIANA MOTOCROSS - AMA, District 15, Podium One Motoplex, Charlestown. Info: 812/256-5517 or podium1.com.

KENTUCKY HARE SCRAMBLES - AMA, Eagle Creek MC Park, Mason Lane, Owenton. Info: 606/472-3442.

* KENTUCKY HARE SCRAMBLES - Mid-South Winter Hare Scrambles Series, AMA, Fordsville. Info: 615/859-0873 or www.msws.org.

MEXICO MOTOCROSS - Too Much Fun Promotions, La Playa MX GP Series, Final Round, Rosarito, BC, Mexico. Info: 011-52-661-2-2525 or www.toomuchfun.com.mx.

* MISSOURI MOTOCROSS - Fall Track Series, Grain Valley MX Park, Grain Valley. Info: 816/331-6934.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Motocross, Fall/Winter Series, Taylorsville. Info: 828/758-4342 or 828/635-8635.

* NEW YORK MUD & SNOW SCRAMBLES - AMA, Square Deal Riders Motorcycle Club, SDR Raceway, Harpursville. Info: 607/693-1031 or 693-2634.

TENNESSEE MOTOCROSS - Ft. Campbell Motocross Club, Clarksville. Info: 931/906-5598 or 931/552-3593.

TEXAS MOTOCROSS - Vintage Iron 6th annual Fall Series, Evo-Sports Inc., Lake Jackson GP, Lake Jackson. Info: 281/265-1412.

* TEXAS SHORT TRACK - Action Promotions, Action Speedway, Grand Saline. Info: 903/962-6623 or jenll@flash.net

* WEST VIRGINIA HARE SCRAMBLES - Jacks Run Motorsports, Ripley. Info: 304/372-2269.

Dec 10-12

CALIFORNIA MOTORCYCLE SHOW - Team Powersports, International Motorcycle Shows, San Mateo County Expo Center, San Mateo. Info: 907/696-8001.

* INDIANA MOTOCROSS - AMA, District 15, Podium One Motoplex, Charlestown. Info: 812/256-5517 or podium1.com.

* MICHIGAN ARENACROSS - International Promotions Inc., Deltaplex, Grand Rapids. Info: 480/899-2222 or danielipi@aol.com.

* OHIO INDOOR MOTOCROSS - AMA, Henderson Arena Complex, Jackson. Info: 740/756-1267.

Dec 11-12

FLORIDA ROAD RACE - CCS, Homestead Motorsports Complex, Homestead. Info: 561/793-3394.

Sat, Dec 11

* CALIFORNIA SUPER TT - STTARS Super TTriplecrown & Fall Stadium Series, Final Round, South West Region, Rnd 11, Mesa Marin Speedway, Bakersfield. Info: 949/768-4626 or www.supertt.com.

CALIFORNIA MOTOCROSS - REM Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

* CALIFORNIA MOTOCROSS - RS Racing, MX Fall Series, Madera Fairgrounds, Madera. Info: 559/661-0706.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, Ft. Lauderdale. Info: 954/321-9422 or pepsiairdaniamx.com.

* NORTH CAROLINA ICE SPEEDWAY - World Cup Ice Speedway, Rnd 3, International Championship Events/ICE, Independence Arena, Charlotte. Info: 843/234-2777 or www.icespeedway.com.

* OHIO INDOOR MOTOCROSS - AMA, Henderson Arena Complex, Jackson. Info: 740/756-1267.

Sun, Dec 12

ALABAMA MOTOCROSS - Chandler Mountain MX Park, Steele. Info: 205/681-8317.

CALIFORNIA SUPER TT - STTARS Super TT, Southwest Region, Rnd 12, Buttonwillow Race Circuit, Buttonwillow. Info: 949/768-4626 or www.supertt.com.

CALIFORNIA MOTOCROSS - Riverside Old-Timers, Carlsbad Raceway, Toys for Tots X-Mas GP, Carlsbad. Info: 714/996-8327.

* CALIFORNIA MOTOCROSS - CMA, O'Neal Series, Coastal California, Motowest, Hollister Hills MX Track, Hollister. Info: 415/587-8678.

CALIFORNIA MOTOCROSS - CRC, Trophy Series, LACR. Info: 661/272-8889.

CALIFORNIA MOTOCROSS - ZLT Racing, Finale Holiday MX Series, Rnd 5, Perris Raceway, Perris. Info: 909/657-7441.

CALIFORNIA HARE SCRAMBLES - AMA, District 37, Dirt Diggers, Red Mountain. Info: 661/836-3935 or www.dirtdiggersmc.com.

CALIFORNIA GRAND PRIX - CMXR Christmas GP, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com.

CALIFORNIA MOTORCYCLE SWAP MEET - Ventura All Brand MC Swap Meet, Ventura County Fairgrounds, Agricultural Building. Info: 805/650-6777.

* FLORIDA MOTOCROSS - AMA Florida State Championship Series, Gatorback Raceway, Gainesville. Info: 352/732-6697.

* FLORIDA MOTOCROSS - County Line MX Park, Fountain. Info: 850/769-9505 or 722-7616.

* ILLINOIS HARE SCRAMBLES - Mid-South Winter Hare Scrambles Series, AMA, Jonesboro. Info: 615/859-0873 or www.msws.org.

* MISSOURI TT/SCRAMBLES - HLR Motorsports Park, Moberly. Info: 660/263-4321 or www.moberlymo.com/hlr.

NEVADA MOTOCROSS - Moto-X-West, Reno OTHG, Fernley International Raceway, Fernley. Info: 775/423-8226 or jaja@phonewave.net.

* OHIO INDOOR MOTOCROSS - AMA, Henderson Arena Complex, Jackson. Info: 740/756-1267.

* WASHINGTON INDOOR SCRAMBLES - Kell Enterprises/Mickey Fay, Oakwood Arena, Spanaway. Info: 360/446-7992 or 253/875-2400 or cak53@msn.com.

Mon, Dec 13

* SOUTH CAROLINA CROSS COUNTRY - Carolina Cross Country Series, Battery Park, Hemingway. Info: 843/558-3031.

Fri, Dec 12

* CALIFORNIA MOTOCROSS - DM Sports Outdoor Series, 2000 Millennial Women's World Challenge MX Series for Charity, Glen Helen, San Bernardino. Info: 949/837-2206 or debbie.wsmx@juno.com.

Dec 18-19

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234 or www.race-wsmc.com.

3RD ANNUAL MANUFACTURERS' PARKING LOT SALE!
PRICES TOO LOW TO ADVERTISE

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SATURDAY DEC. 11TH
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PLUS...FOOD & FUN!

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6. SKIP VAN LEEUWEN, ENT.
7. LBZ
8. AXO SPORTSWARE
9. WHITE BROTHERS

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CALIFORNIA GO-PED

Call Mission Yamaha for details. You can only enter to win at Mission Yamaha on Saturday, 12/11/99 from 8am to 3pm. *Some restrictions apply.*

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STARWEST MOTOCROSS PARK
TWO TRACKS MAIN & PEE WEE
Sat. 12/4 Contingency Series MX
Sat. 12/11 Contingency Series MX
Practice @ 5pm / Races @ 6pm
Closed for the Holidays December 18th thru January 3, 2000
TUES & THURS 4:30 - 9:30 PM MOTORCYCLES ONLY
PRACTICE WED - 4:30 - 9:30 PM MINIS ONLY
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RACING ON THE TUBE

DECEMBER BROADCASTS

DATE	TIME	EVENT	NETWORK
12/1/99	5:30 AM	MotoWorld (R)	ESPN2
12/1/99	7:00 AM	Motorcyclist, Dave Despain, host	Speed
12/1/99	7:30 AM	American Thunder-Easyriders Bike Show	Speed
12/1/99	5:00 PM	Motorcyclist, Dave Despain, host	Speed
12/1/99	5:30 PM	American Thunder-Powersports Dealer Expo	Speed
12/2/99	1:00 AM	MotoWorld	ESPN2
12/2/99	6:00 PM	MotoWorld (R)	ESPN2
12/2/99	7:00 PM	Bike Week - Dave Despain, host	Speed
12/2/99	11:00 PM	Bike Week - Dave Despain, host	Speed
12/3/99	7:00 AM	Bike Week - Dave Despain, host	Speed
12/3/99	7:30 PM	Bike Week - Dave Despain, host	Speed
12/4/99	7:00 AM	Motorcyclist, Dave Despain, host	Speed
12/7/99	1:00 AM	The Year in Racing-FIM World Superbike	Speed
12/7/99	2:00 AM	FIM World Supercross-Genoa	Speed
12/7/99	4:30 AM	MotoWorld (R)	ESPN2
12/7/99	12:00 PM	FIM World Supercross-Leipsiz	Speed
12/7/99	1:00 PM	AMA 75th Anniversary-The Glory Days & The Era of Isolation	Speed
12/7/99	2:00 PM	FIM World Supercross-Genoa	Speed
12/7/99	7:00 PM	American Thunder-Easyriders Bike Show	Speed
12/7/99	7:30 PM	Motorcyclist, Dave Despain, host	Speed
12/7/99	9:00 PM	The Year in Racing-FIM World Superbike	Speed
12/7/99	10:00 PM	FIM World Supercross-Genoa	Speed
12/7/99	11:00 PM	American Thunder-Easyriders Bike Show	Speed
12/7/99	11:30 PM	Motorcyclist, Dave Despain, host	Speed
12/8/99	7:00 AM	Motorcyclist, Dave Despain, host	Speed
12/8/99	7:30 AM	American Thunder-Daytona Bike Week	Speed
12/8/99	5:00 PM	Motorcyclist, Dave Despain, host	Speed
12/8/99	5:30 PM	American Thunder-Easyriders Bike Show	Speed
12/9/99	6:00 PM	MotoWorld (R)	ESPN2
12/9/99	7:00 PM	Bike Week - Dave Despain, host	Speed
12/9/99	11:00 PM	Bike Week - Dave Despain, host	Speed
12/10/99	7:00 AM	Bike Week - Dave Despain, host	Speed
12/10/99	7:30 AM	Bike Week - Dave Despain, host	Speed
12/10/99	1:00 PM	The Year in Racing-FIM World Superbike	Speed
12/11/99	4:30 AM	MotoWorld (R)	ESPN2
12/11/99	7:00 AM	Motorcyclist, Dave Despain, host	Speed
12/14/99	1:00 AM	The Year in Racing-AMA Motorcycles	Speed
12/14/99	4:30 AM	MotoWorld (R)	ESPN2
12/14/99	12:00 PM	AMA 75th Anniversary-The Age of Change and The Modern Era	Speed
12/14/99	1:00 PM	The Year in Racing-FIM World Superbike	Speed
12/14/99	2:00 PM	AMA US Open of Supercross-MGM Grand-Race 1	Speed
12/14/99	7:00 PM	American Thunder-Performance on a Budget	Speed
12/14/99	7:30 PM	Motorcyclist, Dave Despain, host	Speed
12/14/99	9:00 PM	The Year in Racing-AMA Motorcycles	Speed
12/14/99	10:00 PM	FIM World Supercross-Paris	Speed
12/14/99	11:00 PM	American Thunder-Performance on a Budget	Speed
12/14/99	11:30 PM	Motorcyclist, Dave Despain, host	Speed
12/15/99	7:00 AM	Motorcyclist, Dave Despain, host	Speed
12/15/99	5:00 PM	Motorcyclist, Dave Despain, host	Speed
12/15/99	5:30 PM	American Thunder-Performance on a Budget	Speed
12/15/99	7:30 PM	American Thunder-Performance on a Budget	Speed
12/16/99	6:00 PM	MotoWorld	ESPN2
12/16/99	7:00 PM	Bike Week - Dave Despain, host	Speed
2/16/99	11:00 PM	Bike Week - Dave Despain, host	Speed
12/17/99	7:00 AM	Bike Week - Dave Despain, host	Speed
12/17/99	7:30 AM	Bike Week - Dave Despain, host	Speed
12/18/99	4:30 AM	MotoWorld (R)	ESPN2
12/18/99	7:00 AM	Motorcyclist, Dave Despain, host	Speed
12/18/99	12:00 PM	The Year in Racing-AMA Motorcycles	Speed
12/21/99	1:00 AM	The Year in Racing-FIM GP Motorcycles	Speed
12/21/99	2:00 AM	FIM World Supercross-Rose Bowl	Speed
12/21/99	12:00 PM	FIM World Supercross-Paris	Speed
12/21/99	1:00 PM	The Year in Racing-AMA Motorcycles	Speed
12/21/99	2:00 PM	AMA US Open of Supercross-MGM Grand-Race 2	Speed
12/21/99	7:00 PM	American Thunder-John Butera/Laughlin River Run	Speed
12/21/99	7:30 PM	Motorcyclist, Dave Despain, host	Speed
12/21/99	9:00 PM	The Year in Racing-FIM GP Motorcycles	Speed
12/21/99	10:00 PM	FIM World Supercross-Rose Bowl	Speed
12/21/99	11:00 PM	American Thunder-John Butera/Laughlin River Run	Speed
12/21/99	11:30 PM	Motorcyclist, Dave Despain, host	Speed
12/22/99	1:00 AM	MotoWorld (R)	ESPN2
12/22/99	7:00 AM	Motorcyclist, Dave Despain, host	Speed
12/22/99	7:30 AM	American Thunder-John Butera/Laughlin River Run	Speed
12/22/99	5:00 PM	Motorcyclist, Dave Despain, host	Speed
12/22/99	5:30 PM	American Thunder-John Butera/Laughlin River Run	Speed
12/23/99	6:30 PM	MotoWorld	ESPN2
12/23/99	7:00 PM	Bike Week - Dave Despain, host	Speed
12/23/99	11:00 PM	Bike Week - Dave Despain, host	Speed
12/24/99	7:00 AM	Bike Week - Dave Despain, host	Speed
12/24/99	7:30 AM	Bike Week - Dave Despain, host	Speed
12/25/99	5:00 AM	MotoWorld (R)	ESPN2
12/25/99	7:00 AM	Motorcyclist, Dave Despain, host	Speed
12/26/99	12:00 PM	The Year in Racing-FIM GP Motorcycles	Speed
12/27/99	2:30 AM	MotoWorld (R)	ESPN2
12/28/99	1:00 AM	AMA 75th Anniversary-The Glory Days & The Era of Isolation	Speed
12/28/99	2:00 AM	FIM World Supercross-Germany	Speed
12/28/99	12:00 PM	FIM World Supercross-Rose Bowl	Speed
12/28/99	1:00 PM	The Year in Racing-FIM GP Motorcycles	Speed
12/28/99	2:00 PM	24 Hours of LeMans	Speed
12/28/99	7:00 PM	American Thunder-Custom Paint	Speed
12/28/99	7:30 PM	Motorcyclist, Dave Despain, host	Speed
12/28/99	9:00 PM	AMA 75th Anniversary-The Glory Days & The Era of Isolation	Speed
12/28/99	10:00 PM	FIM World Supercross-Germany	Speed
12/28/99	11:00 PM	American Thunder-Custom Paint	Speed
12/28/99	11:30 PM	Motorcyclist, Dave Despain, host	Speed

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Honda	VFR750	1993	$2995 *clean title*
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Kawasaki	ZG1000	1987	$1800
Kawasaki	ZX600E	1995	$2000 *clean title*
Suzuki	DR650SE	1999	$2500
Suzuki	GSF1200	1997	$2700
Suzuki	GSF1200	1998	$2800
Suzuki	GSX750	1993	$2100
Suzuki	GSX750	1994	$2995 *clean title*
Suzuki	GSXR750	1997	$3200
Yamaha	XV535	1994	$1400

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CMC Racing 949/367-1141

Golden State Nationals

Dec 19	GSN #1 No	Hollister Hills, Hollister
Jan 9	GSN#2 No	Riverfront Park, Marysville
Jan 16	GSN#1 So	Glen Helen, San Berdo

*Contingency at selected events

Info: (949) 367-1141 or e-mail SPCMCMX@aol.com

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National Motosport Association

Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Sat, Dec 18

CALIFORNIA MOTOCROSS - CMXR MotoPro Autumn Series, Rnd 6, Series Finals, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO.

CALIFORNIA MOTORCYCLE SHOW & SWAP MEET - Long Beach Cycle Show & Swap Meet, Long Beach Veterans Stadium, Long Beach. Info: 714/557-1846.

* CALIFORNIA MOTOCROSS - CMC Sunstar Golden State MX Nationals, Rnd 1, North, Hollister Hills SVRA, Hollister. Info: 415/587-8678.

CALIFORNIA GRAND PRIX & TOY DRIVE - Hi-Dez Grand Prix & Holiday Toy Drive, Rancho Conchita, Cantil. Info: 760/373-2198.

* CANADA ARENACROSS - Too Trick Racing, Canadian Arenacross Championships, Abbotsford, B.C. Info: 604/852-0484.

FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/869-5388 or 407/381-4001.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, Ft. Lauderdale. Info: 954/321-9422 or pepsiairdaniamx.com.

* GEORGIA SUPERCROSS - Outback Mitchell Run Supercross Track, Outback Range & Recreation Center, Hazlehurst. Info: 912/375-0765.

GEORGIA SUPERCROSS - High Falls SX, High Falls. Info: 770/358-6111 or 775/504-9590.

* TEXAS INDOOR SHORT TRACK - Pro-Am Indoor Short Track, AMA, Checkered Flag Productions, Collin County Youth Park, McKinney. Info: 940/683-4742 or cfpracing.com.

* UTAH MOTOCROSS - St. George Motocross Club, ZMA, USRA, St. George Raceway, St. George. Info: 435/673-1956 or www.procyclesports.com.

Sun, Dec 19

* CALIFORNIA MOTOCROSS - KB Racing Promotions, Nor-Cal Winter MX Series, Sacramento Raceway Park, Sacramento. Info: 916/682-6123 or www.jps.net/kbracing.

CALIFORNIA GRAND PRIX - CRC, Trophy Series, Merry Christmas GP, LACR. Info: 661/272-8889.

CALIFORNIA VINTAGE GRAN PRIX - The Tommyville GP, AHRMA, AMA, Sandhill Ranch, Brentwood. Info: 925/634-3328.

* FLORIDA MOTOCROSS - AMA Florida State Championship Series, Hard Rock Cycle Park, Ocala. Info: 352/732-6697.

GEORGIA HARE SCRAMBLES - SETRA Championship Hare Scrambles Series, Rnd 9, Cracker Hare Scrambles, Durhamtown Plantation Sportsman's Resort, Union Point. Info: 404/373-3447.

* MISSOURI TT/SCRAMBLES - HLR Motorsports Park, Moberly. Info: 660/263-4321 or www.moberlymo.com/hlr.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Motocross, Fall/Winter Series, Taylorsville. Info: 828/758-4342 or 828/635-8635.

* NEW YORK MUD & SNOW SCRAMBLES - AMA, Square Deal Riders Motorcycle Club, SDR Raceway, Harpursville. Info: 607/693-1031 or 693-2634.

TEXAS MOTOCROSS - Vintage Iron 6th annual Fall Series, Evo-Sports Inc., Rio-Bravo MX, Houston. Info: 281/265-1412.

* TEXAS TT - Action Promotions, Action Speedway, Grand Saline. Info: 903/962-6623 or jenll@flash.net.

* WEST VIRGINIA HARE SCRAMBLES - Jacks Run Motorsports, Ripley. Info: 304/372-2269.

Sun, Dec 26

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, Out There Dust, Jawbone Canyon, Mojave. Info: 760/377-1179 or www.district37ama.org.

* GEORGIA ICE SPEEDWAY - World Cup Ice Speedway, Rnd 4, International Championship Events/ICE, Augusta, Richmond County Civic Center, Augusta. Info: 843/234-2777 or www.icespedway.com.

Fri, Jan 2

ALABAMA HARE SCRAMBLES - Rocket City Raceway Inc., Huntsville. Info: 206/772-3075.

* NEW YORK MUD & SNOW SCRAMBLES - AMA, Square Deal Riders Motorcycle Club, SDR Raceway, Harpursville. Info: 607/693-2634 or 693-1031.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Motocross, Fall/Winter Series, Taylorsville. Info: 828/758-4342 or 828/635-8635.

Jan 7-8

IOWA FLAT TRACK - 5 Seasons Center, night race, Cedar Rapids. Info: 940/683-4742.

Jan 7-9

* OKLAHOMA ARENACROSS - AMA, Pro-Am MoBros Productions, Myriad Convention Center Downtown, Oklahoma City. Info: 918/831-2032 or www.freeyellow.com/members8/arenacross.

* TEXAS ARENACROSS - Pace National Arenacross Series, Will Rogers Coliseum, Fort Worth. Info: 817/246-7400 or www.arenacross.com.

Jan 7

* NORTH CAROLINA ICE SPEEDWAY - World Cup Ice Speedway, International Championship Events/I.C.E., Greensboro Coliseum, Greensboro. Info: 843/234-2777 or www.icespeedway.com.

Jan 8-9

CALIFORNIA DUAL SPORT TOUR - Mojave Adventure Dual Sport Motorcycle Tour, KTM of Mojave, Mojave. Info: 661/824-4911

FLORIDA HARE SCRAMBLES - AMA, FTR Palm Beach Track and Trail Riders, River Ranch. Info: 561/832-8161 or 561/969-3247 or home.earthlink.net.

Thur, Jan 8

* SOUTH CAROLINA ICE SPEEDWAY - World Cup Ice Speedway, International Championship Events/I.C.E., Florence Civic Center, Florence. Info: 843/234-2777 or www.icespeedway.com.

* WASHINGTON SHORT TRACK - Kell Enterprises, Oakwood Arena, Spanaway. Info: 360/446-7992 or cak53@msn.com.

Fri, Jan 9

* ALABAMA HARE SCRAMBLES - Mid-South Winter Hare Scrambles Series, AMA, Maplesville. Info: 615/859-0873 or www.msws.org.

* CALIFORNIA MOTOCROSS - CMC Sunstar Golden State MX Nationals, Rnd 2, North, Riverfront Park, Marysville. Info: 530/695-2727.

* NEW YORK MUD & SNOW SCRAMBLES - AMA, Square Deal Riders Motorcycle Club, SDR Raceway, Harpursville. Info: 607/693-2634 or 693-1031

* WEST VIRGINIA HARE SCRAMBLES - Jacks Run Motorsports, Ripley. Info: 304/372-2269.

Jan 13-14

* LOUISIANA ICE SPEEDWAY - World Cup Ice Speedway, International Championship Events/I.C.E., Lake Charles Civic Center, Lake Charles. Info: 843/234-2777 or www.icespeedway.com.

Jan 14-15

* NEVADA INDOOR MOTORCROSS - RV Rentals, Carlin Race Park, Spring Creek Horse Palace, Elko. Info: 775/753-7362.

Jan 14-16

MISSOURI MOTORCYCLE SHOW - International Motorcycle Shows, Team Powersports, America's Center, St. Louis. Info: 800/331-5706 or www.motorcycleshows.com.

* OKLAHOMA ARENACROSS - Pace National Arenacross Series, Lazy E Arena, Guthrie. Info: 817/246-7400 or www.arenacross.com.

TEXAS FLAT TRACK - MPEC Arena, Wichita Falls. Info: 940/683-4742.

Jan 15-16

* TEXAS ICE SPEEDWAY - World Cup Ice Speedway, International C'ship Events/I.C.E. Bell County Expo Center, Belton. Info: 843/234-2777 or www.icespeedway.com.

Thur, Jan 15

NEW YORK AWARDS BANQUET - AMA Western New York Offroad Association Awards Banquet, Holiday Inn, Waterloo. Info: 315/539-5011.

* OHIO INDOOR MOTOCROSS - AMA, Marion Fairgrounds Coliseum, Marion. Info: 740/756-1267.

Fri, Jan 16

* CALIFORNIA MOTOCROSS - KB Racing Promotions, Norcal Winter MX Series, Sacramento Raceway Park, Sacramento. Info: 916/682-6123 or www.jps.net/kbracing.

CALIFORNIA ENDURO - AMA, District 37, United Enduro Association, 2nd event of A2 Enduro Series, The Y2K Enduro Series, Lucerne Valley. Info: 949/859-1772.

* CALIFORNIA MOTOCROSS - CMC Sunstar Golden State MX Nationals, Rnd 1, South, Glen Helen Raceway, San Bernardino. Info: 909/880-3090

* NEW YORK ICE RACE - AMA/Tri State Motorcycle Club, Lembo Lake Park, Modena. Info: 914/566-4956.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Motocross, Fall/Winter Series, Taylorsville. Info: 828/758-4342 or 828/635-8635.

* OHIO INDOOR MOTOCROSS - AMA, Marion Fairgrounds Coliseum, Marion. Info: 740/756-1267.

* WASHINGTON INDOOR SCRAMBLES - Kell Enterprises/Mickey Fay, Oakwood Arena, Spanaway. Info: 360/446-7992 or 253/875-2400 or cak53@msn.com.

Jan 20

* MISSISSIPPI ICE SPEEDWAY - World Cup Ice Speedway, International Championship Events/I.C.E., Tupelo Coliseum, Tupelo. Info: 843/234-2777 or www.icespeedway.com.

Jan 21-23

* MARYLAND ARENACROSS - Pace National Arenacross Series, Baltimore Arena, Baltimore. Info: 817/246-7400 or www.arenacross.com.

* OHIO MOTOCROSS - Indoor Motorcycle Race, CRA, Summit County Fairgrounds, Akron. Info: 330/948-4613 or 330/948-4517.

PENNSYLVANIA MOTORCYCLE SHOW - International Motorcycle Shows, Team Powersports, Philadelphia Convention Center, Philadelphia. Info: 800/331-5706 or www.motorcycleshows.com.

Wed, Jan 21

* ARKANSAS ICE SPEEDWAY - World Cup Ice Speedway, International Championship Events/I.C.E., Alltel Arena, Little Rock. Info: 843/234-2777 or www.icespeedway.com.

* OHIO INDOOR MOTOCROSS - AMA, Marion County Fairgrounds Coliseum, Marion. Info: 740/756-1267.

Jan 22-23

GEORGIA OPEN TRACK DAYS - Club PCS, Roebling Road Raceway, Faulkville. Info: 904/253-3726 or www.pcsdaytona.com/clubpcs.htm.

IOWA MOTORCYCLE SHOW & SWAP MEET - C.H. Promotions, Midwest Motorcycle Show and Swap Meet, Sioux City Convention Center, Sioux City. Info: 712/262-8910 or www.thechromehorse.com.

Thur, Jan 22

* WASHINGTON SHORT TRACK - Kell Enterprises, Oakwood Arena, Spanaway. Info: 360/446-7992 or cak53@msn.com.

Fri, Jan 23

CALIFORNIA MOTORCYCLE SHOW & SWAP MEET - Long Beach Cycle Show & Swap Meet, Long Beach Veterans Stadium, Long Beach. Info: 714/557-1846.

CALIFORNIA HARE & HOUND - AMA National Hare & Hound, Desert M.C., Johnson Valley OHVA, Lucerne Valley. Info: 909/865-3935 or dezmcrace@aol.com.

* CALIFORNIA MOTOCROSS - CMC Sunstar Golden State MX Nationals, Rnd 3, North, Prairie City SVRA, Rancho Cordova. Info: 916/782-8511 or 775/267-4392.

* NEW YORK MUD & SNOW SCRAMBLES - AMA, Square Deal Riders Motorcycle Club, SDR Raceway, Harpursville. Info: 607/693-1031 or 693-2634.

* TENNESSEE HARE SCRAMBLES - Mid-South Winter Hare Scrambles Series, AMA, Mount Pleasant. Info: 615/859-0873 or www.msws.org.

WEST VIRGINIA HARE SCRAMBLES - Jacks Run Motorsports, Ripley. Info: 304/372-2269.

Jan 28-30

OHIO MOTORCYCLE SHOW - International Motorcycle Shows, Team Powersports, IX Center, Cleveland. Info: 800/331-5706 or www.motorcycleshows.com.

VIRGINIA ARENACROSS - Pace National Arenacross Series, Hampton. Info: 817/246-7400 or www.arenacross.com.

Jan 29

SOUTH DAKOTA FLAT TRACK - Souix Falls Arena, Souix Falls. Info: 940/683-4742.

Fri, Jan 30

ILLINOIS MOTORCYCLE SHOW - J&P Promotions 14th annual Motorcycle Parts Extravaganza, Belle-Clair County Fairgrounds, Belleville. Info: 319/462-6011 or promotions@j-pcycles.com.

* NEW YORK ICE RACE - AMA/Tri State Motorcycle Club, Lembo Lake Park, Modena. Info: 914/566-4956.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Motocross, Fall/Winter Series, Taylorsville. Info: 828/758-4342 or 828/635-8635.

Feb 4-5

WASHINGTON FLAT TRACK - Tri Cities Arena, Pasco. Info: 940/683-4742 or cfp@ntws.net.

Feb 4-6

NEW YORK MOTORCYCLE SHOW - Team Powersports, International Motorcycle Show, Javits Convention Center, New York. Info: 800/331-5706.

Fri, Feb 4

* NEW YORK ARENACROSS - Pace National Arenacross Series, Nassau Coliseum, Uniondale. Info: 817/246-7400 or www.arenacross.com.

Sat, Feb 5

GEORGIA SUPERCROSS - High Falls SX, High Falls. Info: 770/358-6111 or 775/504-9590.

* WASHINGTON FLAT TRACK - Kell Enterprises, Oakwood Arena, Spanaway. Info: 360/446-7992 or cak53@msn.com.

Sun, Feb 6

* CALIFORNIA MOTOCROSS - Sunstar Golden State MX Nationals, Rnd 4 North, Club Moto Track, Livermore. Info: 510/443-6686.

ILLINOIS MOTORCYCLE SHOW - J&P Promotions, 19th annual Motorcycle Parts Extravaganza, Will County Fairgrounds, Peotone. Info: 319/462-6011.

TENNESSEE HARE SCRAMBLES - Parts Unlimited, Mid-South C'ship Winter Hare Scrambles Series, Boxhollow, New Johnsonville. Info: 931/296-7707.

Feb 5-6

* TEXAS SHORT TRACK - Pro-Am Short Track, AMA, Checkered Flag Productions, Somervell County Expo, Glen Rose. Info: 940/683-4742 or cfpracing.com.

Feb 11-13

ILLINOIS MOTORCYCLE SHOW - Team Powersports, International Motorcycle Show, Rosemont Convention Center, Rosemont. Info: 800/331-5706.

OKLAHOMA ARENACROSS - AMA, Pro-Am MoBros Productions, Tulsa Expo, Tulsa. Info: 918/831-2032 or freeyellow.com.

* WISCONSIN ARENACROSS - Pace National Arenacross Series, Wisconsin Center Arena, Milwaukee. Info: 817/246-7400 or www.arenacross.com.

Feb 12-13

IOWA MOTORCYCLE SHOW AND SWAP MEET - C.H. Promotions, Capitol City Custom Cycle Show and Swap Meet, Iowa State Fairgrounds, Des Moines. Info: 712/262-8910 or www.thechromehorse.com.

Sat, Feb 12

* CANADA ARENACROSS - Too Trick Racing, Abbotsford B.C. Info: 604/852-0484.

WYOMING FLAT TRACK - Casper Events Center, Casper. Info: 940/683-4742 or cfp@ntws.net.

Sun, Feb 13

NEW YORK ICE RACE - AMA/Tri State Motorcycle Club, Lembo Lake Park, Modena. Info: 914/566-4956.

* NEW YORK MUD & SNOW SCRAMBLES - AMA, Square Deal Riders Motorcycle Club, SDR Raceway, Harpursville. Info: 607/693-2634 or 693-1031.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge MX, Fall/Winter Series, Taylorsville. Info: 828/758-4342 or 828/635-8635.

* OREGON MOTOCROSS - CMC, Sunstar Golden State MX Nationals, Rnd 2 PNW, Salem Arenacross Track, Salem. Info: 541/928-4474.

TENNESSEE HARE SCRAMBLES - Mid-South Championship Winter Hare Scrambles Series, Chigger Run, Van Leer. Info: 615/763-6188.

WASHINGTON INDOOR SCRAMBLES - Kell Enterprises/Mickey Fay, Oakwood Arena, Spanaway. Info: 360/446-7992 or 253/875-2400.

Feb 18-19

MISSISSIPPI FLAT TRACK - Crossroads Arena, Corinth. Info: 940/683-4742.

Feb 18-20

* COLORADO ARENACROSS - Pace National Arenacross Series, Denver. Info: 817/246-7400 or www.arenacross.com.

Feb 19-20

FLORIDA HARE SCRAMBLES - Florida Trail Riders, Southwest Florida Trail, Mills Ranch, Clewiston. Info: 941/625-7450 or 629-2379.

Sat, Feb 19

GEORGIA SUPERCROSS - High Falls SX, High Falls. Info: 770/358-6111 or 775/504-9590.

* WASHINGTON SHORT TRACK - Kell Enterprises, Oakwood Arena, Roy. Info: 360/446-7992 or cak53@msn.com.

Feb 25-26

OKLAHOMA FLAT TRACK - Hardy Murphy Coliseum, Ardmore. Info: 940/683-4742 or cfp@ntws.net.

Feb 25-27

* CALIFORNIA ARENACROSS - Pace National Arenacross Series, Arco Arena, Sacramento. Info: 817/246-7400 or www.arenacross.com.

* OHIO INDOOR MOTORCYCLE RACE - CRA, Summit County Fairgrounds, Akron. Info: 330/948-4613 or 330/948-4517.

Feb 26-27

CALIFORNIA PARTS EXCHANGE - 34th annual Big 3 Parts Exchange, Qualcomm Stadium, San Diego. Info: 619/276-7135.

Sun, Feb 27

CALIFORNIA CYCLE SHOW AND SWAP MEET - Long Beach Cycle Show, Long Beach Veterans Stadium, Long Beach. Info: 714/557-1846.

CALIFORNIA TRAIL RIDE - Soboba/Malcom Smith, AMA, Soboba Indian Reservation, San Jacinto. Info: 909/654-9436.

NEW YORK ICE RACE - AMA/Tri State Motorcycle Club, Lembo Lake Park, Modena. Info: 914/566-4956.

* NEW YORK MUD & SNOW SCRAMBLES - AMA, Square Deal Riders Motorcycle Club, SDR Raceway, Harpursville. Info: 607/693-1031 or 693-2634.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge MX, Fall/Winter Series, Taylorsville. Info: 828/758-4342 or 828/635-8635.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 5084, Costa Mesa, CA 92628-5084. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

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Sun.	Jan. 9	GFI Winter Series Round 2	Perris
Sun.	Jan. 23	GFI Winter Series Round 3	Barona Oaks

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CYCLE NEWS

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Dec. 12	CMA MX	Hollister Hills	Hollister, CA
Dec. 18	Open MX Practice		Hollister
Dec. 19	Rd.1 - 2000 CMC Golden State Nationals (Factory Contingency)		Hollister, CA
Feb. 5	Open MX Practice		Club Moto

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1999 Championship Point Standings

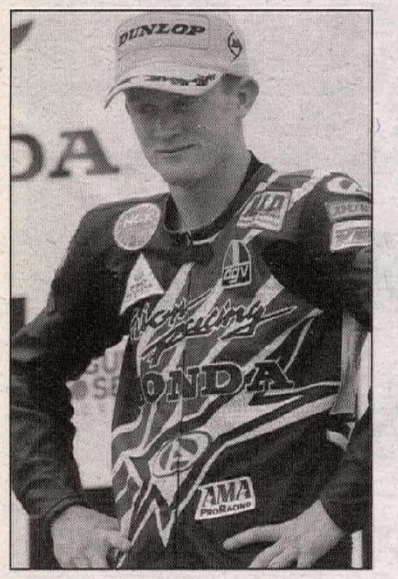
ROAD RACING

FIM 500cc World Championship Road Racing Series
(After 16 of 16 rounds):

1. Alex Criville (Hon), Spain (267/7 wins)
2. Kenny Roberts Jr. (Suz), Modesto, CA (220/4 wins)
3. Tadayuki Okada (Hon), Japan (211/2 wins)
4. Max Biaggi (Yam), Italy (194/1 win)
5. Sete Gibernau (Hon), Spain (165)
6. Norick Abe (Yam), Japan (136/1 win)
7. Carlos Checa (Yam), Spain (125)
8. John Kocinski (Hon), Modesto, CA (115)
9. Alex Barros (Hon), Brazil (110)
10. Regis Laconi (Yam), France (104/1 win)

FIM 250cc World Championship Road Racing Series
(After 16 of 16 rounds):

1. Valentino Rossi (Apr), Italy (309/9 wins)
2. Tohru Ukawa (Hon), Japan (261/2 wins)
3. Loris Capirossi (Hon), Italy (209/3 wins)
4. Shinya Nakano (Yam), Japan (207/1 win)
5. Stefano Perugini (Hon), Italy (151)
6. Ralf Waldmann (Apr), Germany (131)
7. Olivier Jacque (Yam), France (122/1 win)
8. Franco Baitani (Apr), Italy (121)
9. Sebastien Porto (Yam), Italy (98)
10. Jeremy McWilliams (Apr), England (83)



KURTIS ROBERTS

FIM 125cc World Championship Road Racing Series
(After 16 of 16 rounds):

1. Emilio Alzamora (Hon), Spain (227/1 win)
2. Marco Melandri (Hon), Italy (226/1 win)
3. Masao Azuma (Hon), Japan (190/4 wins)
4. Roberto Locatelli (Apr), Italy (173/2 wins)
5. Noboru Ueda (Hon), Japan (171)
6. Gianluigi Scalvini (Apr), Italy (163/1 win)
7. Arnaud Vincent (Apr), France (155/1 win)
8. Simone Sanna (Hon), Italy (123)
9. Lucio Cecchinello (Hon), Italy (108)
10. Gino Borsoi (Apr), Italy (106)

FIM World Superbike Championship Series
(After 13 of 13 rounds):

1. Carl Fogarty (Duc), England (489/11 wins)
2. Colin Edwards II (Hon), Conroe, TX (361/5 wins)
3. Troy Corser (Duc), Australia (361/3 wins)
4. Aaron Slight (Hon), New Zealand (323)
5. Akira Yanagawa (Kaw), Japan (308/1 win)
6. Pier-Francesco Chili (Suz), Italy (251/2 wins)
7. Noriyuki Haga (Yam), Japan (196/1 win)
8. Gregorio Lavilla (Yam), Spain (156)
9. Katsuaki Fujiwara (Suz), Japan (119)
10. Vittoriano Guareschi (Yam), Italy (99)

AMA MBNA Superbike Series
(After 13 of 13 rounds):

1. Mat Mladin (Suz), Australia (361/1 win)
2. Ben Bostrom (Duc), Granada Hills, CA (351/1 win)
3. Anthony Gobert (Duc), Australia (315/5 wins)
4. Doug Chandler (Kaw), Salinas, CA (307/2 wins)
5. Larry Pegram (Duc), Baltimore, OH (283/1 win)
6. Jason Pridmore (Suz), Ventura, CA (243)
7. Eric Bostrom (Hon), Granada Hills, CA (237)
8. Aaron Yates (Kaw), Milledgeville, GA (234)
9. Jamie Hacking (Yam), Boiling Springs, SC (230)
10. Steve Crevier (Suz), Canada (220)

AMA Pro Honda Oils 600cc Supersport Series
(After 13 of 13 rounds):

1. Nicky Hayden (Hon), Owensboro, KY (372/5 wins)
2. Tommy Hayden (Yam), Owensboro, KY (364/3 wins)
3. Kurtis Roberts (Hon), Frederick, MD (300/1 win)
4. Jamie Hacking (Yam), Boiling Springs, SC (285/2 wins)
5. Aaron Yates (Kaw), Milledgeville, GA (267/1 win)
6. Josh Hayes (Suz), Gulfport, MS (267)
7. Steve Crevier (Suz), Canada (262)
8. Steve Rapp (Suz), Lafayette, CA (236)
9. Eric Bostrom (Yam), Granada Hills, CA (226)
10. Jason Pridmore (Suz), Ventura, CA (221)

AMA Lockhart Phillips USA 750cc Supersport Series
(After 11 of 11 rounds):

1. Tom Kipp (Suz), Chardon, OH (344/6 wins)
2. Jake Zemke (Suz), Paso Robles, CA (288)
3. Jimmy Moore (Suz), Eugene, OR (274)
4. Grant Lopez (Suz), Chickasaw, AL (252/2 wins)
5. Mario DuHamel (Suz), Canada (247)
6. James Randolph (Suz), Santa Rosa, CA (234)
7. Jamie Bowman (Suz), Tequesta, FL (228)
8. Tommy Hayden (Yam), Owensboro, KY (214/1 win)
9. Brian Parriott (Hon), Calistoga, CA (186)
10. Richard Alexander Jr. (Suz), Carmel, NY (183)

AMA Mazda Trucks 250cc Grand Prix Series
(After 11 of 11 rounds):

1. Chuck Sorensen (Yam), San Jose, CA (337/6 wins)
2. Derek King (Hon), Charleston, SC (262/1 win)
3. Chris Ulrich (Yam), Lake Elsinore, CA (242)
4. Quenni King (Yam), Miami, FL (235)
5. Jeff Vos (Yam), Holland, MI (202)
6. Edward Sorbo (Yam), Redlands, CA (200)
7. Greg Esser (Yam), Pompano Beach, FL (197)
8. John France (Hon), West Melbourne, FL (194)
9. Rolando Quintero (Hon), Los Angeles, CA (169)
10. Bruce Lind (Yam), Snohomish, WA (153)

AMA Sunoco Race Fuels Formula Xtreme Series
(After 12 of 12 rounds):

1. Kurtis Roberts (Hon), Frederick, MD (298/3 wins)
2. Nicky Hayden (Hon), Owensboro, KY (280/6 wins)
3. Josh Hayes (Suz), Gulfport, MS (253)
4. Mark Miller (Yam), Long Beach, CA (241)
5. Grant Lopez (Suz), Mobile, AL (231)
6. Rad Greaves (Suz), Ann Arbor, MI (165)
7. Steve Grigg (Kaw), Asheville, NC (162)
8. Clint Brotz (Yam), Sheboygan, WI (148)
9. Takahito Mori (Yam), Lewisville, TX (140)
10. Paul Harrell (Yam), Canyon Country, CA (133)

AMA Progressive Insurance Pro Thunder Series
(After 11 of 11 rounds):

1. Shawn Conrad (Duc), Sheboygan Falls, WI (319)
2. Shawn Higbee (Bue), Waterford, WI (286/3 wins)
3. Tom Hull (Duc), Mesa, AZ (244)
4. Bill St. John (Duc), Cullman, AL (237)
5. Cory Call (Duc), Sacramento, CA (231/1 win)
   Jeffrey Nash (Duc), Mansfield, TX (231)
7. Billy Graef (Bue), Sheboygan, WI (208)
8. James Lickwar (Tri), San Francisco, CA (185)
9. Richie Morris (Bue), Daytona Beach, FL (160)
10. Michael Gage (Tri), Baldwin Place, NY (153)

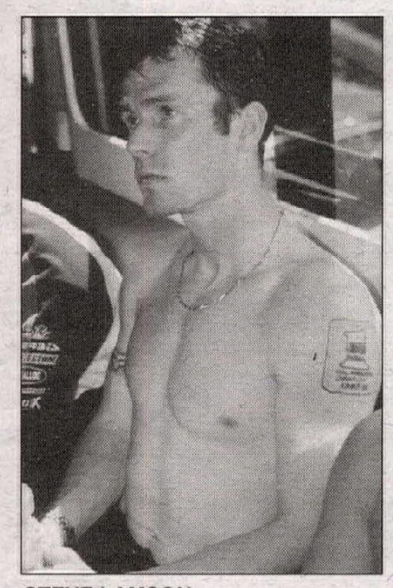
MOTOCROSS

AMA Mazda Trucks 250cc National Motocross Series
(After 12 of 12 rounds):

1. Greg Albertyn (Suz), South Africa (477/3 wins)
2. Kevin Windham (Hon), Ethel, LA (448/4 wins)
3. Mike LaRocco (Hon), South Bend, IN (406/1 win)
4. Ezra Lusk (Hon), Bainbridge, GA (347/1 win)
5. Jimmy Button (Yam), Lake Elsinore, CA (328/1 win)
6. Doug Henry (Yam), Oxford, CT (314/1 win)
7. John Dowd (Yam), Chicopee, MA (298)
8. Larry Ward (Suz), Florence, SC (296)
9. Robbie Reynard (Suz), Norman, OK (274)
10. Tim Ferry (Yam), Largo, FL (264)

AMA Mazda Trucks 125cc National Motocross Series
(After 12 of 12 rounds):

1. Ricky Carmichael (Kaw), Havana, FL (549/9 wins)
2. Brock Sellards (Hon), New Philadelphia, OH (396/1 win)
3. Tallon Vohland (Hon), Citrus Heights, CA (390/1 win)
4. Nick Wey (Kaw), Dewitt, MI (328/1 win)
5. Nathan Ramsey (Kaw), Corona, CA (280)
6. Stephane Roncada (Yam), Menifee, CA (270)
7. Michael Brandes (Suz), Quail Valley, CA (249)
8. Ernesto Fonseca (Yam), Costa Rica (246)
9. Casey Johnson (Yam), Murrieta, CA (231)
10. Casey Lytle (Yam), Santa Clarita, CA (211)



STEVE LAMSON

Toyota Truck/Thor/Parts Unlimited AMA Supercross Series
(After 16 of 16 rounds):

1. Jeremy McGrath (Yam), Menifee, CA (356/8 wins)
2. Ezra Lusk (Hon), Bainbridge, GA (273/5 wins)
3. Mike LaRocco (Hon), South Bend, IN (267)
4. Mickael Pichon (Hon), France (244)
5. Larry Ward (Suz), Florence, SC (240/1 win)
6. Damon Huffman (Kaw), Acton, CA (203)
7. Kevin Windham (Hon), Baton Rouge, LA (166/2 wins)
8. Tim Ferry (Yam), Largo, FL (162)
   Greg Albertyn (Suz), South Africa (162)
10. Robbie Reynard (Suz), Norman, OK (155)

AMA Western Regional 125cc Supercross Series
(After 8 of 8 rounds):

1. Nathan Ramsey (Kaw), Corona, CA (170/5 wins)
2. Casey Lytle (Yam), Saugus, CA (164)
3. Isaiah Johnson (Yam), Albuquerque, NM (112)
4. David Pingree (Suz), Menifee, CA (104/1 win)
5. Michael Brandes (Suz), Quail Valley, CA (103)
6. Ryan Clark (Kaw), Albuquerque, NM (100)
7. Casey Johnson (Yam), Murrieta, CA (94/2 wins)
   Greg Schnell (Yam), Rancho Cucamonga, CA (94)
9. Travis Preston (Suz), Hesperia, CA (80)
10. Erick Vallejo (Kaw), Mexico (78)

AMA Eastern Regional 125cc Supercross Series
(After 7 of 7 rounds):

1. Ernesto Fonseca (Yam), Costa Rica (172/6 wins)
2. Nick Wey (Kaw), Dewitt, MI (119)
3. Robbie Horton (Hon), Blountville, TN (103)
4. Brock Sellards (Hon), New Philadelphia, OH (98/1 win)
5. Danny Smith (Hon), Eagle, ID (88)
6. Jim Neese (Yam), Greensboro, NC (79)
7. Jiri Dostal (Suz), Quail Valley, CA (77)
8. Joseph Oehlhof (KTM), Wapakoneta, OH (73)
9. Jason Thomas (Yam), Melrose, FL (67)
10. Kelly Smith (KTM), Ludington, MI (66)

FIM 125cc World Championship Series
(After 12 of 13 rounds):

1. Alessio Chiodi (Hus), Italy (375/7 wins)
2. Claudio Federici (Yam), Italy (342/2 wins)
3. Mike Brown (Hon), Piney Flats, TN (234)
4. James Dobb (Suz), Great Britain (187)
5. Thomas Traversini (Hus), Italy (184)
6. Steve Ramon (Kaw), Belgium (166)
7. Patrick Caps (Hon), Belgium (155)
8. Jeff Dement (Hon), Spring, TX (127)
9. Grant Langston (KTM), Russia (113/1 win)
10. Luigi Seguy (Hon), France (98)

FIM 250cc World Championship Series
(After 16 of 16 rounds):

1. Frederic Bolley (Hon), France (442/4 wins)
2. Pit Beirer (Kaw), Germany (424/2 wins)
3. David Vullemin (Yam), France (379/1 win)
4. Ryan Hughes (Hon), Temecula, CA (375)
5. Marnicq Bervoets (Kaw), Germany (278/3 wins)
6. Mickael Maschio (Yam), France (265)
7. Joshua Coppins (Suz), New Zealand (257)
8. Leon Geisbers (Suz), Holland (188)
9. Remy Van Rees (Kaw), Netherlands (164)
10. Alessandro Belometti (Yam), Italy (124)

FIM 500cc World Championship Series
(After 11 of 13 rounds):

1. Andrea Bartolini (Yam), Italy (316/2 wins)
2. Peter Johansson (KTM), Sweden (257/2 wins)
3. Yves Demaria (Hus), France (219/1 win)
4. Joel Smets (Hbg), Belgium (215/3 wins)
5. Alessandro Puzar (Yam), Italy (173)
6. Francisco Garcia Vico (Yam), Spain (166)
7. Shayne King (KTM), New Zealand (164)
8. Miska Altonen (Yam), Finland (153)
9. Chris Burnham (Hon), England (121)
10. Trampas Parker (KTM), USA (118)

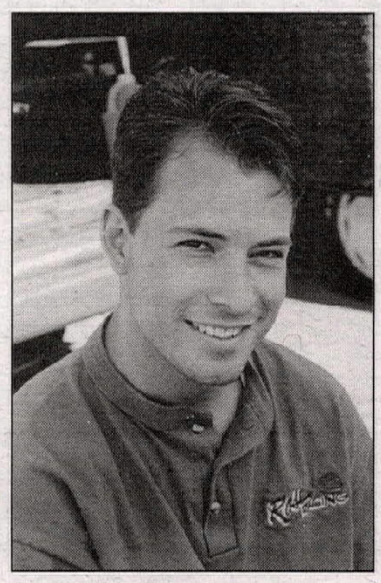
DIRT TRACK

AMA Grand National Dirt Track Series
(After 19 of 19 rounds):

1. Chris Carr (H-D), Fleetwood, PA (329/5 wins)
2. Rich King (H-D), Dysart, IA (264/4 wins)
3. Will Davis (H-D), Goldsboro, NC (223/3 wins)
4. Scott Parker (H-D), Swartz Creek, MI (218/2 wins)
5. Joe Kopp (H-D), Mica, WA (184/1 win)
6. Bryan Bigelow (H-D), Au Gres, MI (179)
7. Jay Springsteen (H-D), Lapeer, MI (171/1 win)
8. George Roeder II (H-D), Monroeville, OH (166)
9. Nicky Hayden (H-D), Owensboro, KY (149/1 win)
10. Steve Morehead (H-D), Findlay, OH (125)

AMA SuperTrapp SuperTracker Series
(After 10 of 10 rounds):

1. Joe Kopp (Suz), Mica, WA (162/5 wins)
2. Steve Morehead (Suz), Findlay, OH (152/2 wins)
3. J.R. Schnabel (Suz), West Bend, WI (138/2 wins)
4. Mike Hacker (H-D), Prince George, VA (75)
5. Robert Miller (Suz), New Holland, PA (74)
6. Brett Landes (Duc), Los Gatos, CA (73)
7. Roy Miller (H-D), New Holland, PA (70)
8. Gary Rogers (H-D), San Jose, CA (67)
9. Robert Buffington (Suz), Prairie Du Chien, WI (66)
10. Brian Kromroy (Bue), Madison, WI (65)



WILLIE McCOY

AMA Harley-Davidson Sportster Performance Series
(After 15 of 15 rounds):

1. Willie McCoy, Richardson, TX (217/4 wins)
2. Shaun Russell, San Jose, CA (214/3 wins)
3. Billy Martin, Stockton, CA (162/1 win)
4. Gary Rogers, San Jose, CA (147/2 wins)
5. Robert Miller, New Holland, PA (118)
6. Paul Bergstrom, San Mateo, CA (98)
7. James Hart, Sandoval, IL (91)
8. Jess Roeder, Monroeville, OH (90/2 wins)
9. Yuhiko Hirao, Japan (75)
10. Michelle DiSalvo, Waterford, CA (74

OFF ROAD

AMA National Championship Hare Scrambles Series
(After 9 of 9 rounds):

1. Doug Blackwell (Yam), Parkersburg, WV (198/3 wins)
2. Brian Garrahan (KTM), Boulder Creek, CA (167/2 wins)
3. Patrick Garrahan, (KTM), Boulder Creek, CA (97)
4. Shane Watts (KTM), Australia (85/2 wins)
5. Scott D. McLaughlin (Yam), Sedro Woolley, WA (80)
6. Erik Kohler (Yam), Sacramento, CA (68)
7. Michael Lafferty (KTM), Millville, NJ (57/1 win)
8. Fred Andrews (Kaw), Salem, OH (55/1 win)
9. Eric Ducray (Yam), Sacramento, CA (53)
10. Craig Wesner (Kaw), Windsor, CA (50)

LUCA TRUSARDI

AMA Acerbis National Enduro Series
(After 15 of 15 rounds):

1. Ty Davis (Yam), Hesperia, CA (317/4 wins)
2. Michael Lafferty (KTM), Millville, NJ (307/4 wins)
3. Randy Hawkins (Yam), Travelers Rest, SC (208)
4. Destry Abbott (Kaw), Peoria, AZ (171)
5. Brian Garrahan (KTM), Boulder Creek, CA (126)
6. David Lykke (Yam), Bellingham, WA (121)
7. Fred Andrews (Kaw), Salem, OH (106/1 win)
8. Matt Stavish (Hon), Blaine, MN (96)
9. Russell Pearson (KTM), Las Vegas, NV (94)
10. Doug Blackwell (Yam), Parkersburg, WV (91/1 win)

AMA Grand National Cross Country Series
(After 13 of 13 rounds):

1. Rodney Smith (Suz), Oakley, CA (175/4 wins)
2. Fred Andrews (Kaw), Salem, OH (165/2 wins)
3. Steve Hatch (Suz), Phoenix, AZ (160)
4. Shane Watts (KTM), Australia (139/6 wins)
   Barry Hawk Jr. (Yam), Uniontown, PA (139)
6. Michael Lafferty (KTM), Millville, NJ (138)
7. Paul Edmondson (Suz), England (137)
8. Doug Blackwell (Yam), Parkersburg, WV (122)
9. Robbie Jenks (Yam) (114)
10. Joel Dengler (Suz), NJ (109)

AMA National Championship Hare & Hound Series
(After 7 of 7 rounds):

1. Brian Brown (Kaw), Nampa, ID (182/3 wins)
2. Destry Abbott (Kaw), Peoria, AZ (136/3 wins)
3. Ty Davis (Yam), Hesperia, CA (112/1 win)
4. Russell Pearson (Yam), Las Vegas, NV (79)
5. Shane Esposito (Kaw), Reno, NV (74)
6. Dan Richardson (Kaw), Fountain Valley, CA (72)
7. Oakley Lehman (Kaw), Sunland, CA (64)
8. Taber Murphy (Hon), Chelan, WA (58)
9. Steve Hengeveld (Kaw), Oak Hills, CA (56)
10. Abe Baumann (Kaw), Garden Grove, CA (54)

AMA National Championship Observed Trials Series
(After 9 of 11 rounds):

1. Tommi Ahavia (G-G), Kansas City, MO (210/7 wins)
   Geoff Aaron (Bet), Alpine, CA (210)
3. Raymond Peters (G-G), Beaver Dams, NY (202/2 wins)
4. Ryon Bell (Mon), Canada (188)
5. Travis Fox (G-G), Montoursville, PA (123)
6. Dennis Sweeten (Mon), Oregon City, OR (110)
7. Dan Johnson (Bul), Canada (105)
8. Chris Bardell (G-G), Millertown, PA (93)
9. Lonney Hallsted (G-G), Vancouver, WA (29)

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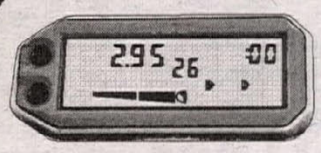

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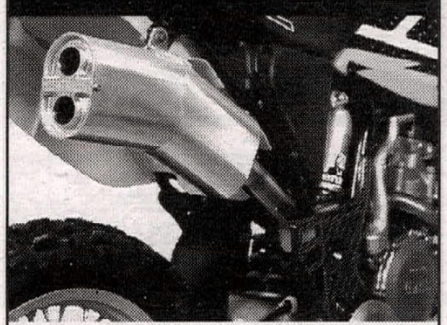

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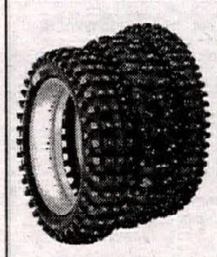

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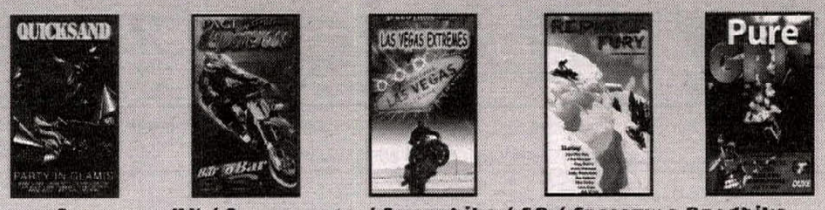

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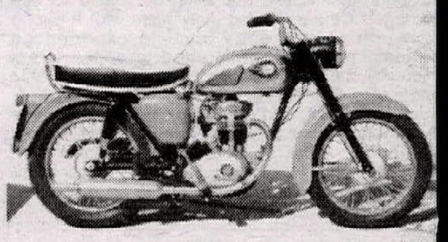

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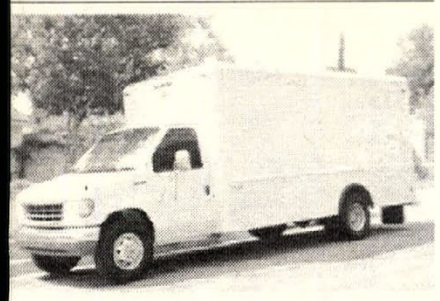

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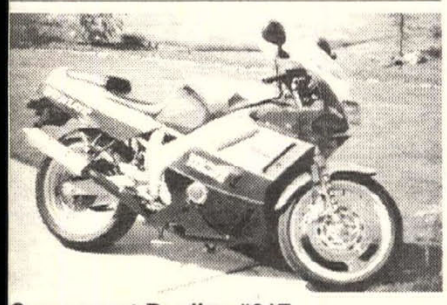

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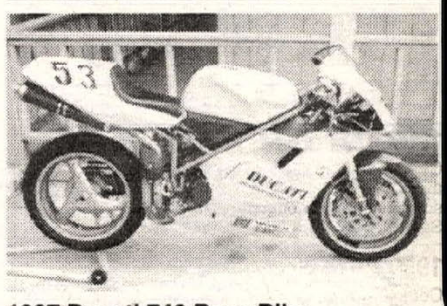

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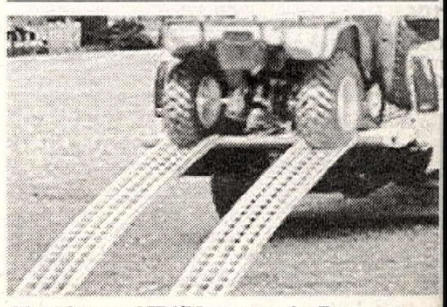

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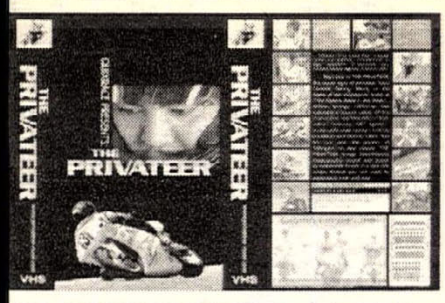

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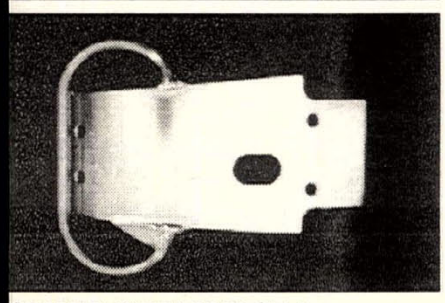

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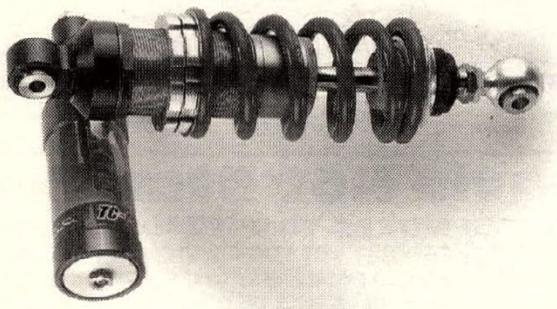

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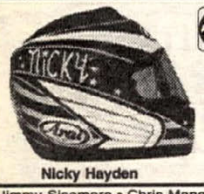

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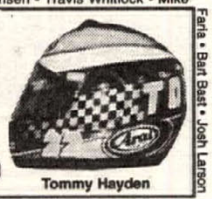

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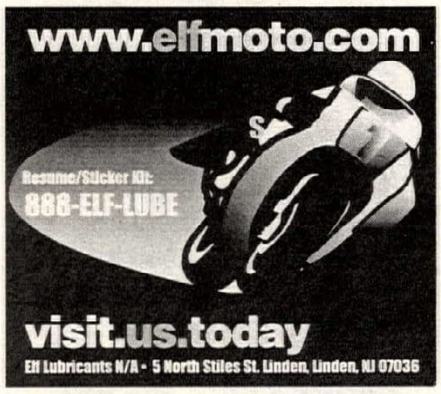

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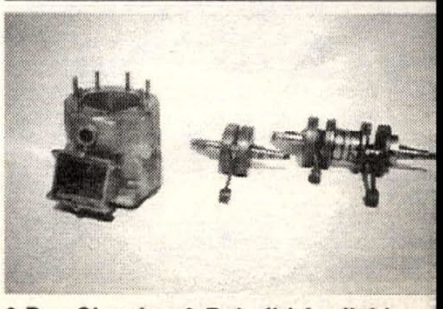

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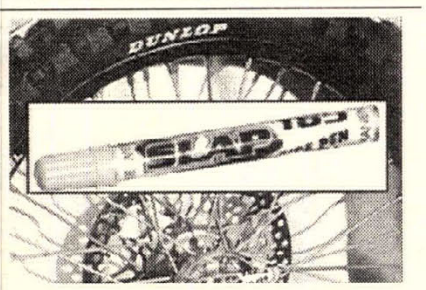

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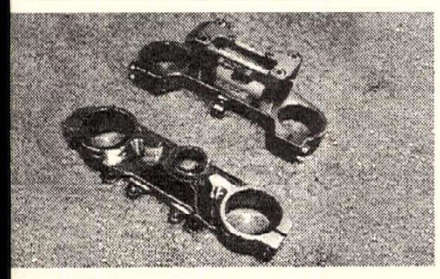

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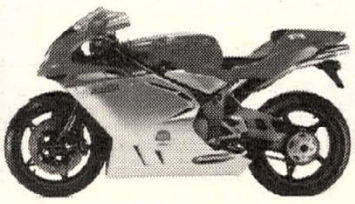

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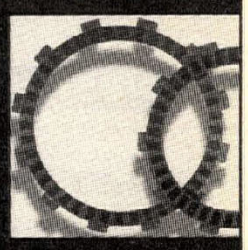

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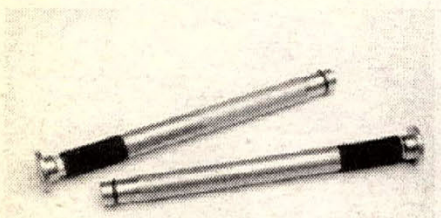

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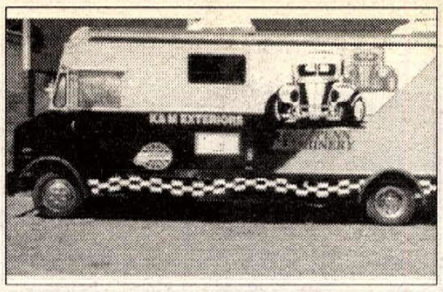

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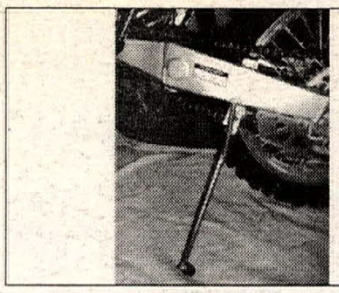

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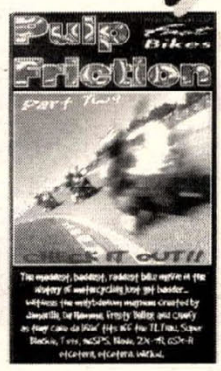

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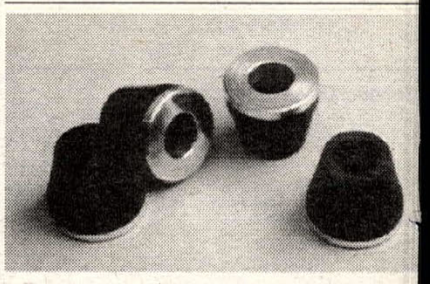

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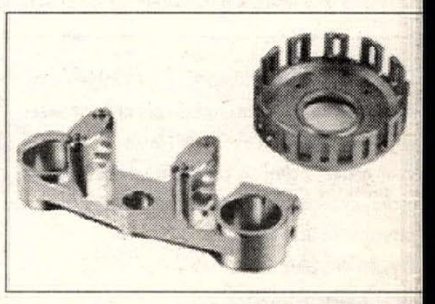

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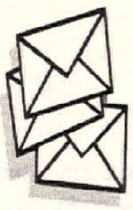

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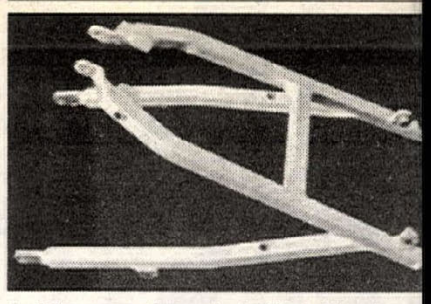

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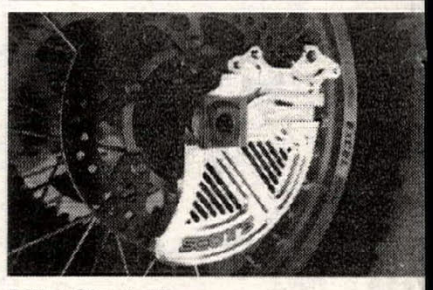

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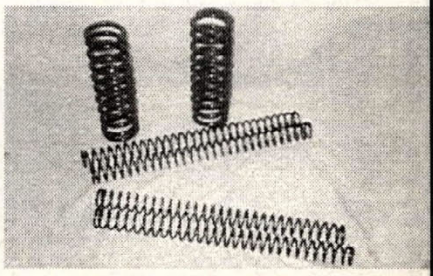

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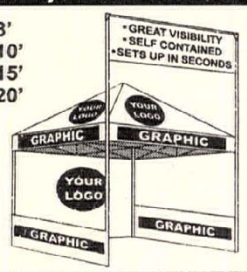

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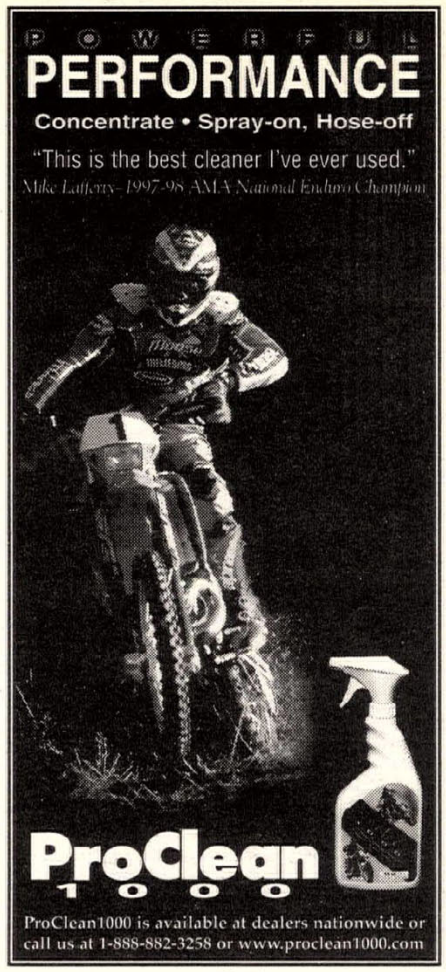

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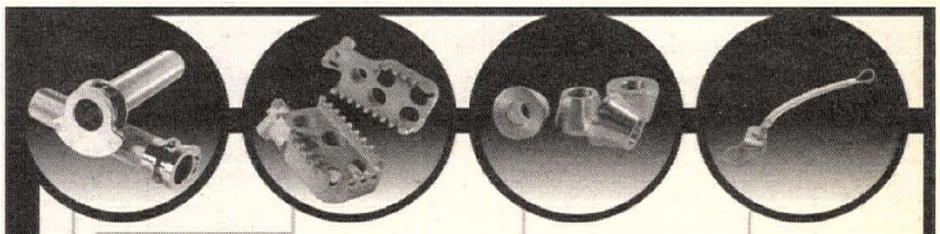

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Final Moto

BY CHRIS JONNUM

I like surrealism. Whether it be the melting clocks of Salvador Dali's *Persistence of Memory* or the rhino in a lifeboat of Federico Fellini's *And the Ship Sales On*, I think it's cool when something that seems almost authentic has just enough weirdness about it to reveal its fantasy. Perhaps that's why I enjoyed the past few months of racing so much, since *surreal* is the single word that most perfectly captures the essence of this motocross/supercross off-season.

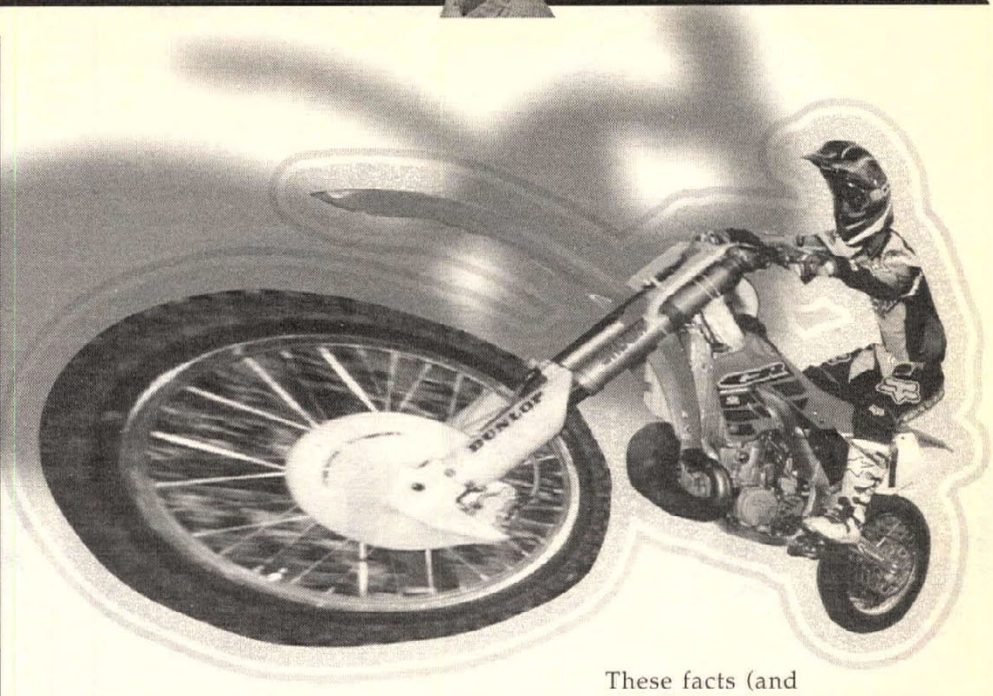
For me, that surrealism was amplified by the fact that I hadn't been around for the regular season. After having spent the previous two years living deep in the heart of Mexico, where the closest thing to a motorcycle race I saw was the locals jockeying for position while commuting on their greasy, rattling, smoking Islos, the very concept of watching talented pros doing battle on modern racebikes seemed fantastic. Without a single regular-season round to help my transition, and with the four off-season events I did attend this year being exceptionally hallucinatory, it's no wonder that I at times wondered if I had stepped into a scene from Terry Gilliam's *Brazil*.

My second stint with *Cycle News* started in late August, just as the traveling MX circus was making the transition from regular season to off-season. My first assignment back was the 250cc USGP at Budds Creek, Maryland, not far from our nation's capital (site of such surreal scenes as Bill Clinton and Newt Gingrich arguing morality). You may astutely point out that the GP was not an off-season race at all, but rather the climactic, title-deciding round of the World Championship MX Series, but it was off-season for the yanks, evidenced by a glance at the entry list or the spectator area. I had a hard time getting my head around the truism that had one of those Mexican Islo riders signed up, he could have come within two positions of qualifying to race against Stefan Everts and Kevin Windham. I was equally incredulous of the fact that I could easily navigate the track's infield without being obstructed by spectators - even during the height of the motos.

While such things can be viewed as negatives (and no doubt were by promoter Jonathan Beasley), I actually dug the Budds Creek race. First, it was just nice to be back in the motorcycle industry, seeing old friends and acquaintances. Besides, the day actually turned out to be fairly dramatic, proving that you don't need a large audience or a full field to have a good race; the second moto alone was worth the price of admission, with Frederic Bolley wrapping up his first world crown, and Windham - fueled by Everts' now-folkloric comments about American cowards - recovering from a poor first outing to take the win from the Belgian.

One month following the GP, it was time to imitate Hunter S. Thompson - another surrealistic hero of mine - for the U.S. Open Indoor Motocross. Rather than Fear and Loathing, however, it was with eagerness and esteem that I bombed from L.A. to Vegas in a very large, very fast rental car to cover a motorsport event. Vegas is the capital of surrealism, and this was the perfect event for the city. Going in, I was wondering what an "indoor motocross" was, and judging from the Open, it's a surrealistic mix of a European supercross, an American arenacross, and a Vegas fight - cool. Right away, I liked the event for its very unfamiliarity, even though depth of talent was again lacking (with Jeremy McGrath opting out of a very good chance at winning $100,000 - a surrealistic concept, to be sure). How could I be disappointed when Jeff Emig (who I must confess is one of my favorite riders) chose the race to avenge his drug arrest and Team Kawasaki firing by entering as a privateer and winning the overall? Just like Everts' coward quote for the GP, the Emig drama made the U.S. Open story fun to watch and easy to write about.

Next up was the infamous Bercy Supercross in Paris, a race I had long dreamed of attending. After all, it's no coincidence that Andre Breton - the founder of surrealism - is French, and over the years I've been enchanted by Bercy images you have no doubt seen as well: Rick Johnson being literally handed to the crowd in the palm of a huge, mechanical fist; Jeremy McGrath stepping out of a spaceship in full moto apparel; giant robots walking around the track. This year's event was actually relatively tame, but Bercy's version of tame



was still more outrageous than any motorcycle race I had ever been to in my life - or any circus, for that matter. There are too many details about the Bercy extravaganza to go into here, but suffice it to say that the French know how to put on a show. The racing was cool, and it was my first chance this season to see Jeremy McGrath, whose freak mechanical problem only added to the drama, but it was all secondary to the spectacle. Again, I greatly enjoyed the entire experience, meaning I was now a perfect three-for-three on my off-season expedition.

One week later, I found myself at Pasadena's Rose Bowl for the second round of the World Supercross Series, a race more inconceivable than the keynote speech at a Dada convention. Again, there was the field's lack of depth, only this time, that fictitious Islo rider could have signed up and actually *made* the main, because every 250cc rider who entered the race transferred to the show - which didn't prevent the organizers from running a qualifying race. Then, there was the fact that it was a supercross held during the day. In a way, that was actually a nice concept, but I couldn't get over the feeling that I was just watching press day (one with an extremely slow schedule).

These facts (and many of the letters in this issue's "Voices" section) might imply that the final stop on my off-season tour was a disappointment, but nothing could be further from the truth. True, the race was a bit anticlimactic (okay, extremely so), but I was actually ready for a little mellowness at this point. Since colleague Kit Palmer was working the event, I was just watching as a spectator, and I spent much of the evening chatting with my fiancee and some friends of ours. In fact, we had such a good talk that it often continued right through the infrequent races that took to the track.

Besides, the Rose Bowl was the zenith of surrealism, and I came away with a collection of outlandish mental images that would do Dali himself proud: an ominous freestyle ramp set up on the infield - and never used; Larry Ward riding a Kawasaki and sporting a full beard; gloomy weather in Southern California; a 16-year-old sweeping berms feet-up like a BMXer and winning his second pro race; Jeremy McGrath wearing number 6; Ryan Hughes riding practice while wearing a backpack; a pair of cowgirls endlessly gyrating on the stadium's big screen.

It all just makes the regular season seem so...regular. CN

Looking Back

30 YEARS AGO... DECEMBER 16, 1969

Minibikes and scantily clad women seemed to be the hot setup on the cover of the last issue #48 of the decade. Inside, the newspaper was packed with stories and photos of celebrities such as Gary Bailey and Gary Nixon on their minibikes. With names like Bronco, Bonanza, Powell and Maverick, minibikes were *in*... **Husqvarna** was keen to advertise J.N. Roberts' win at Barstow-to-Vegas... The 1969 Inter-Am series drew to a close with the final two events being staged in California. **Arne Kring** (Hus) claimed the win in Salinas, while his factory teammate **Bengt Aberg** (Hus) bagged the finale in San Diego... **Gary Davis** rode a 125cc Penton trials bike to the overall win at the Saddleback Trial, defeating much larger machinery by simply getting the power to the ground... **Suzuki** swung into 1970 with its lineup of street bikes, including the 500cc Titan, 250cc Savage and 90cc Blazer.

20 YEARS AGO... DECEMBER 12, 1979

Remember **The Superbikers**? What may have seemed like an ill-conceived idea to bring together the top stars in all disciplines of motorcycle racing, build a track that allowed each specialist group to utilize its strengths and turn 'em all loose for 12 laps in front of an ABC television camera actually provided some great racing. Although **Warren Reid** (Kaw) led the early portion of the race, **Kent Howerton** (Suz) charged past and led another pair of motocrossers to the podium in the inaugural running of the event. **Jimmy Weinert** (Kaw) and **Jeff Ward** (Kaw) finished second and third, with dirt track champion **Steve Eklund** finishing fourth. **Dave Aldana** was the highest-finishing road racer, placing eighth... We also profiled the great **Joe Leonard**, interviewed reigning 500cc World MX Champion **Graham Noyce** (Hon) and brought you a nifty gift guide that showed off some of the latest items for the scooter or scooter fan in your household.

10 YEARS AGO... DECEMBER 6, 1989

Flyin' Fred was the man again! Although he came into the final round of the World Championship Superbike Road Race Series at Mansfield, New Zealand, three points behind rival Stephane Mertens, **Fred Merkel** (Hon) emerged with his second World Superbike Championship title. A pair of thirds in the two legs were enough for Merkel to come clean after Mertens crashed out in the first leg. **Terry Rymer** (Yam) won the event... Reigning World 250cc MX Champion **Jean-Michel Bayle** (Hon) scored the win at the Tokyo Supercross, while **Rick Johnson** (Hon) came home second and **Jeff Stanton** (Hon) third for a Big Red sweep... **Dean Biddle** (CZ) came from Seattle, Washington, to Sunnymead, California's DeAnza Cycle Park to take the CZ Open Stock win at the CZ World Championships MX... Led by the spacey-looking K1 and a revamped K100RS, **BMW** showed off its 1990-model lineup. CN

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C'mon, admit it. You live for weekends. Time for playing in the dirt with Mom and Dad. And roosting your little brother when he tries to beat you back to camp. Maybe you even catch yourself dreaming of standing atop a podium one day, beaming ear-to-ear and hoisting your trophy high. Sort of like six-time 250 Supercross champ Jeremy McGrath. OK, so maybe you don't ride at quite the same level as Supermac, but then nobody ever said you couldn't have a whole lot of fun trying. And with this five-pack of feisty thumpers, fun for the entire family is exactly what you get. From the electric-start TT-R250 and 225 to the all-new 125L, 125 and 90, there's a performance-packed machine for everyone, boasting YZ styling, torquey four-stroke powerplants and long-travel suspension. Ready to try one of these on for size? Good. Then let the heroic deeds begin.

YAMAHA

TT-R125 and TT-R125L available March 2000. Dress properly for your ride with a helmet, eye protection, long-sleeved shirt, long pants, gloves and boots. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For more information regarding the MSF Rider Course, call 1-800-446-9227. Do not drink and ride. It is illegal and dangerous.

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